

**LOCOMOTIVES  
OF THE  
CHICAGO & NORTH WESTERN  
RAILWAY**

*47-A*

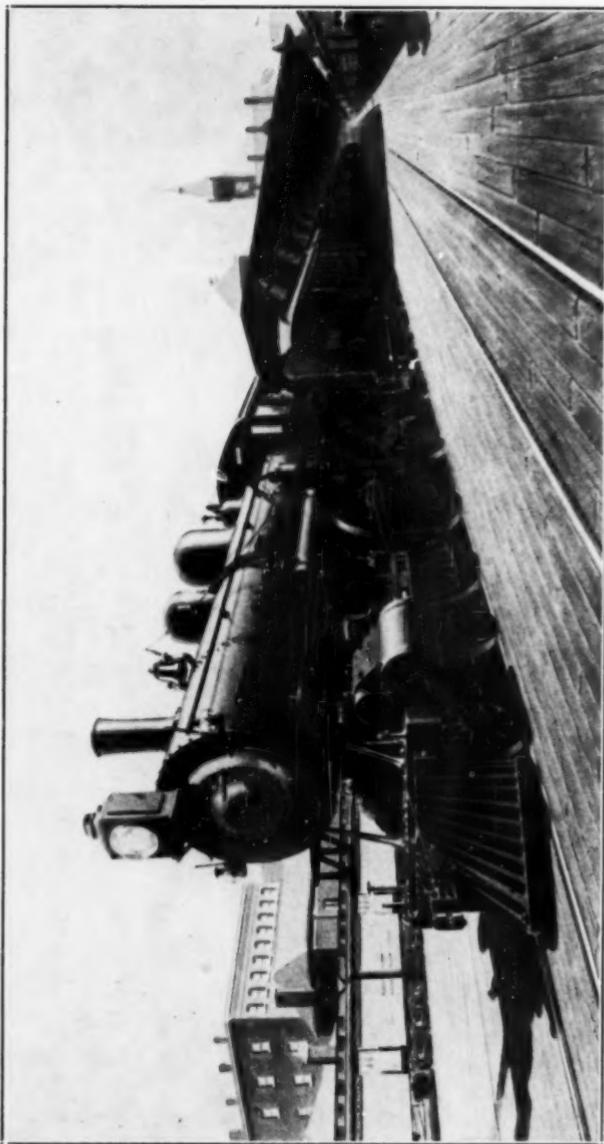


**THE RAILWAY & LOCOMOTIVE  
HISTORICAL SOCIETY**





Wells Street Station, Chicago, about 1905. From an historical painting by A. W. Johnson.



# **LOCOMOTIVES OF THE Chicago & North Western Ry.**

---

**COPYRIGHT 1938**

**BY THE RAILWAY & LOCOMOTIVE HISTORICAL SOCIETY, INC.**

---

**ISSUED BY**

**THE RAILWAY AND LOCOMOTIVE HISTORICAL SOCIETY, INC.  
BAKER LIBRARY, HARVARD BUSINESS SCHOOL  
BOSTON, MASSACHUSETTS**

**OCTOBER, 1938**

**Price for Members \$1.00**

**Price for Non-members \$2.00**

*Officers and Directors of the Railway and Locomotive  
Historical Society, Inc.*

---

CHAS. E. FISHER, *President*

51 Newbury St., Newton Centre, Mass.

SIDNEY WITHERINGTON, *Vice President*

7 Briar Lane, New Haven, Ct.

WARREN JACOBS, *Secretary*

South Station, Boston, Mass.

HAROLD S. WALKER, *Assistant Secretary*

P. O. Box #74, Swampscott, Mass.

GEO. P. BECKER, *Treasurer*

96 Avon Hill St., Cambridge, Mass.

JOHN W. MERRILL, *Curator*

40 Broad St., Boston, Mass.

W. R. FOOG, *Director*

26 Monadnock St., Boston, Mass.

EDWARD HUNGERFORD, *Director*

230 Park Ave., New York, N. Y.

A. SHELDON PENNOYER, *Director*

114 East 66th St., New York, N. Y.

DR. ARTHUR H. COLE, *Director*

Librarian, Baker Library, Harvard Business School, Boston, Mass.

---

G. W. BISHOP, *Resident European Director*

12 Queen's Road, Kenilworth, Warwickshire, England

D. L. JOSLYN, *Resident Western Director*

2164 Castro Way, Sacramento, Calif.

PROF. EDWARD C. SCHMIDT, *Mid-Western Representative*

905 West California Ave., Urbana, Illinois

GILBERT H. KNEISS, *Pacific Coast Representative*

18 Forest Lane, Berkeley, Cal.

ROBERT R. BROWN, *Eastern Canadian Representative*

700 St. Catherine St., West, Montreal, P. Q., Canada

NORMAN THOMPSON, *Western Canadian Representative*

Box No. 2004, Winnipeg, Manitoba, Canada

D. S. BARRIE, *British Representative*

62 Longland Drive, Totteridge, N. 20, London, England

CARLTON PARKER, *Exchange Manager*

45 Warren St., Newton Center, Mass.

**CHAPTER OFFICERS**  
*of The Railway and Locomotive Historical Society, Inc.*

---

**NEW YORK CHAPTER**

L. B. N. GNAEDINGER, *Chairman*  
86 Jane St., New York, N. Y.

KENNETH R. PENNIE, *Vice Chairman*  
1 Lakin Road, Scarsdale, N. Y.

PAUL R. BRUSTMAN, *Secretary*  
P. O. Box #434, Grand Central Annex, New York, N. Y.

CARL F. GRAVES, *Treasurer*  
45 Adrian Ave., New York, N. Y.

---

**CHICAGO CHAPTER**

D. W. YUNGMEYER, *Chairman*  
5116 Dorchester Ave., Chicago, Ill.

F. H. ROPINSKE, *Vice Chairman*  
1342 North Hamlin Ave., Chicago, Ill.

A. L. LINDQUIST, *Secretary*  
952 North Mayfield Ave., Chicago, Ill.

JOHN LEAMY, *Treasurer*  
C/o C. P. Ry., Board of Trade Bldg., Chicago, Ill.

---

**PACIFIC COAST CHAPTER**

GILBERT H. KNEISS, *Chairman*  
18 Forest Lane, Berkeley, Cal.

G. M. BEST, *Vice Chairman*  
511 North Sierra Dr., Beverly Hills, Cal.

S. F. MERRITT, *Secretary-Treasurer*  
836 Alma Ave., Oakland, Cal.

# The Railway and Locomotive Historical Society, INC.

---

## COMMITTEE IN CHARGE OF PUBLICATIONS.

---

CHAS. E. FISHER, *Editor*

O. KUHLER, *Art Editor*

ROBERT C. SCHMID, *Chairman, Eastern Committee*

C. B. CHANEY

C. F. GRAVES  
H. E. NICHOLS

W. A. LUCAS

PROF. E. C. SCHMIDT, *Chairman, Mid-West Committee*

PROF. T. D. CLARK

D. L. JOSLYN, *Chairman, Western Committee*

G. H. KNEISS

S. F. MERRITT

ROBERT R. BROWN, *Chairman, Canadian Committee*

W. T. COMLEY

J. H. EDGAR  
NORMAN THOMPSON

W. M. SPRIGGS

G. W. BISHOP, *Chairman, Foreign Committee*

F. ACHARD

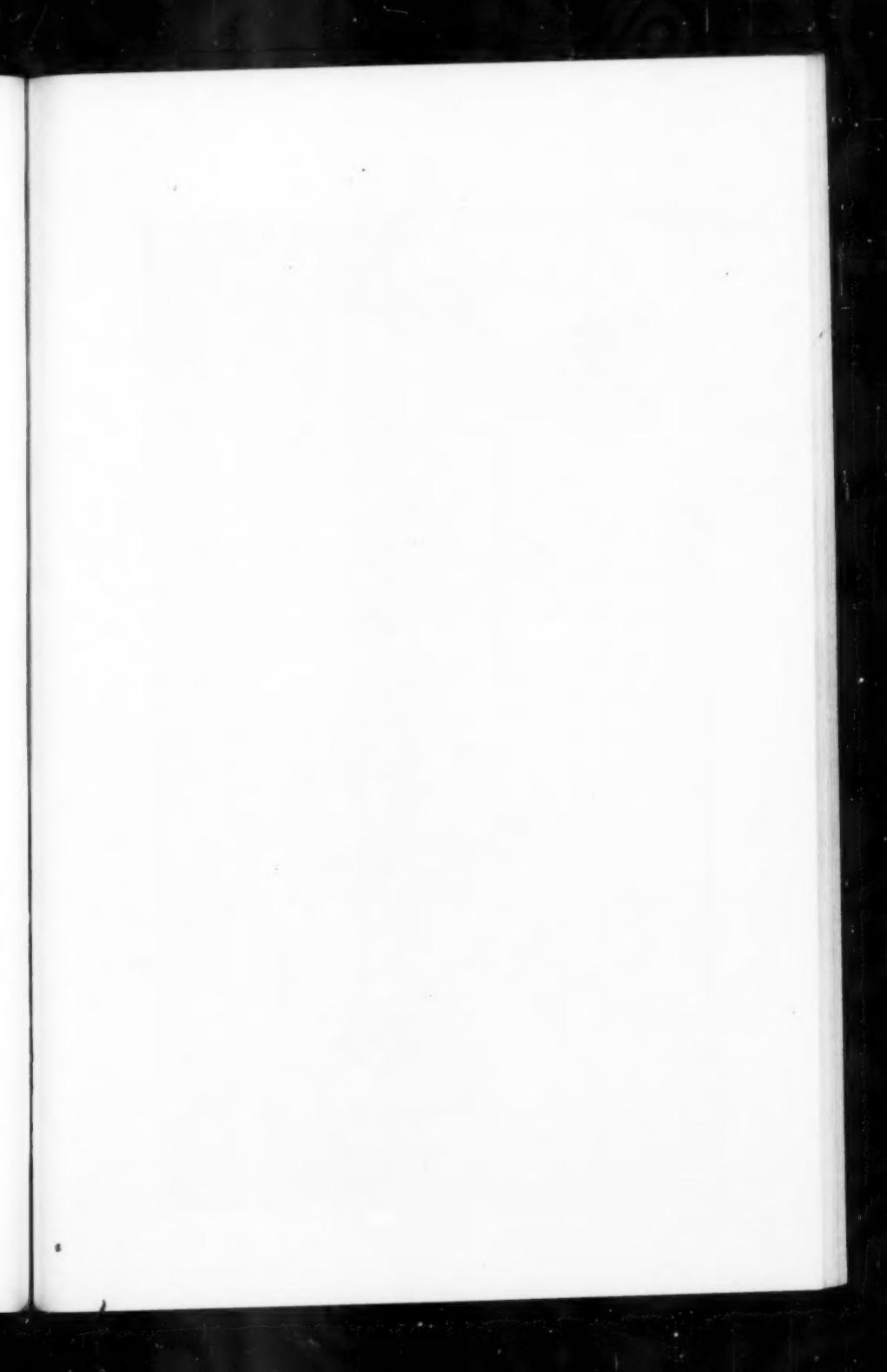
E. METZELTIN  
J. W. SMITH

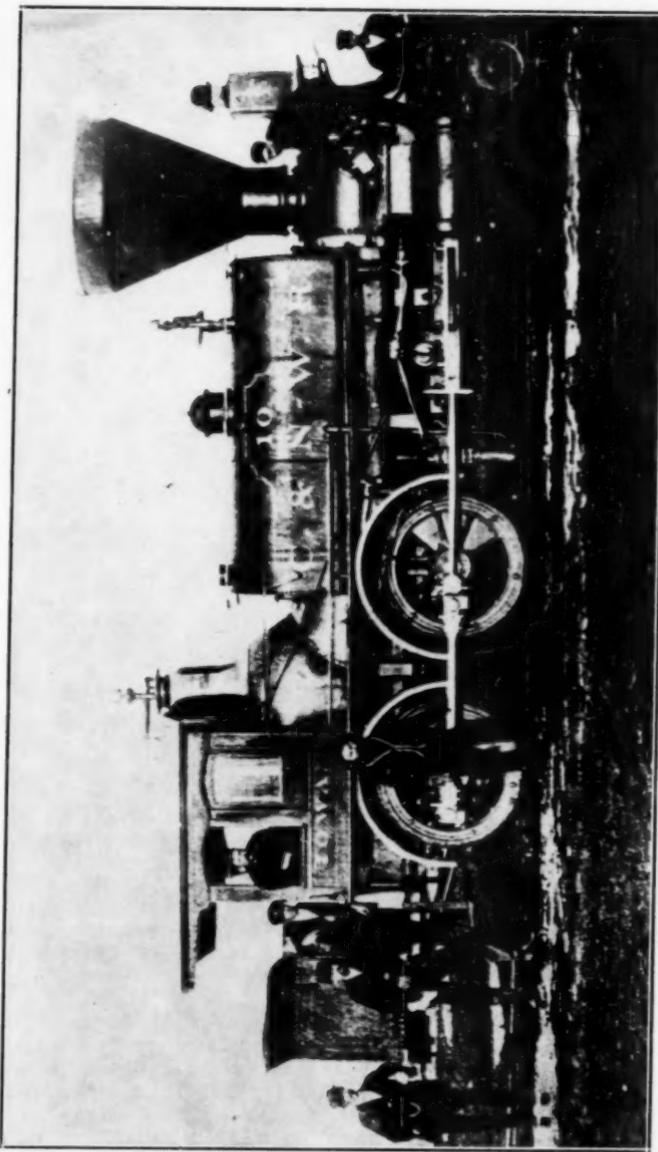
E. ANDRE SCHEFER

---

The Society and its members are deeply indebted to the patient work of Mr. Cole and his untiring efforts to record correctly the locomotives of the Chicago & North Western Ry. Through the assistance of the C. & N. W. officials, the efforts of the American Locomotive Co. and the Baldwin Locomotive Works, we feel that this list is probably as accurate as can be produced at this late day. It has been published along the lines of our previous bulletin—Locomotives of the Chicago, Burlington & Quincy R. R., only this work is complete in one volume. The illustrations are from the collections of the author and Mr. A. W. Johnson and the frontispiece is from a painting by Mr. Johnson showing the old Wells St. Station in 1905.

A work of this kind, representing hours of patient toil cannot be commended too highly by your Editor. The information it contains is far more valuable than appears on the surface. We hope that our members will appreciate the work and the value of this publication as they did in the instance of our C. B. & Q. bulletins and we are proud of our mid-western members for their time and efforts made in our behalf.





The "Iowa" #20, at Dunlap, Iowa, 1868, as rebuilt by the G. & C. U. in 1865.

## The Locomotives of the Chicago & North Western Railway

By F. A. COLE

**S**OME one has said that the history of this country is the history of its railroads. If there is truth in that statement, then to a comparable degree the history of a railroad is the history of its locomotives. In this respect it will be interesting to trace the development of the Chicago & North Western Railway and its locomotives. In the pages that follow, the history of corporations, reorganizations and consolidations are treated very briefly as it is not the purpose of this article to cover a general history of the road, but sufficient only to better understand the circumstances that effected the locomotives directly.

*The Galena & Chicago Union.* Typical of many great railroad systems of today, the "North Western" had its small beginning with ten miles of strap iron right of way, twenty-five cars and a second-hand locomotive. Incorporated in 1836, the Galena & Chicago Union, after years of inactivity, had finally, in 1848, completed its track from Chicago, west to the Des Plaines River. This was the first railroad to enter Chicago and was the first property of this now great railroad system.

Early in 1848 the Michigan Central Railroad had completed its line from Detroit west to New Buffalo and it is evident that they had on hand a surplus of light engines. The Galena company made a deal with them for the purchase of one locomotive to be paid for in stock. This locomotive, the first to enter Chicago, arrived in October, 1848, on the sailing vessel "Buffalo." The name of this engine has long assumed to have been the "Alert" although certain discrepancies in records permit us to disbelieve this. At any rate, certain facts have been established beyond a doubt. The engine was built by M. W. Baldwin on July 14th, 1836 under their number 37, for the Utica & Schenectady Railroad as their number 7, and was later sold to the Michigan Central Railroad. The G. & C. U. renamed it the "Pioneer" and placed it in service on October 24th, 1848. It served the road well and was not retired from active service until about 1874. A debt of gratitude is extended to Mr. Marvin Hugheitt, late President of the Chicago & North Western, for his forethought in saving this good old "horse" from the scrap pile. In recent years the road has presented this locomotive in good order to the Museum of Science and Industry in Chicago for perpetual exhibition.

Some interesting facts of the "Pioneer" follow. It had but two drivers, 54" in diameter with a four wheel leading truck. At time of delivery to the G. & C. U. it had 10x18" cylinders and weighed 10 tons. Records of 1872 show cylinders as 11" in diameter indicating that a change had been made. This record also gives boiler diameter as 37", firebox of iron 32" long and 35" wide, 108 copper tubes 1 $\frac{3}{4}$ " diameter and 84" long, steam pressure 100 pounds, Low Moor iron tires, weight 24000 pounds and tender capacity 1015 gallons. John Ebbert was its first engi-

neer and Daniel Sheahan his fireman. Mr. Ebbert had the honor of exhibiting this engine at the World's Fair in Chicago, 1893, six years before his death.

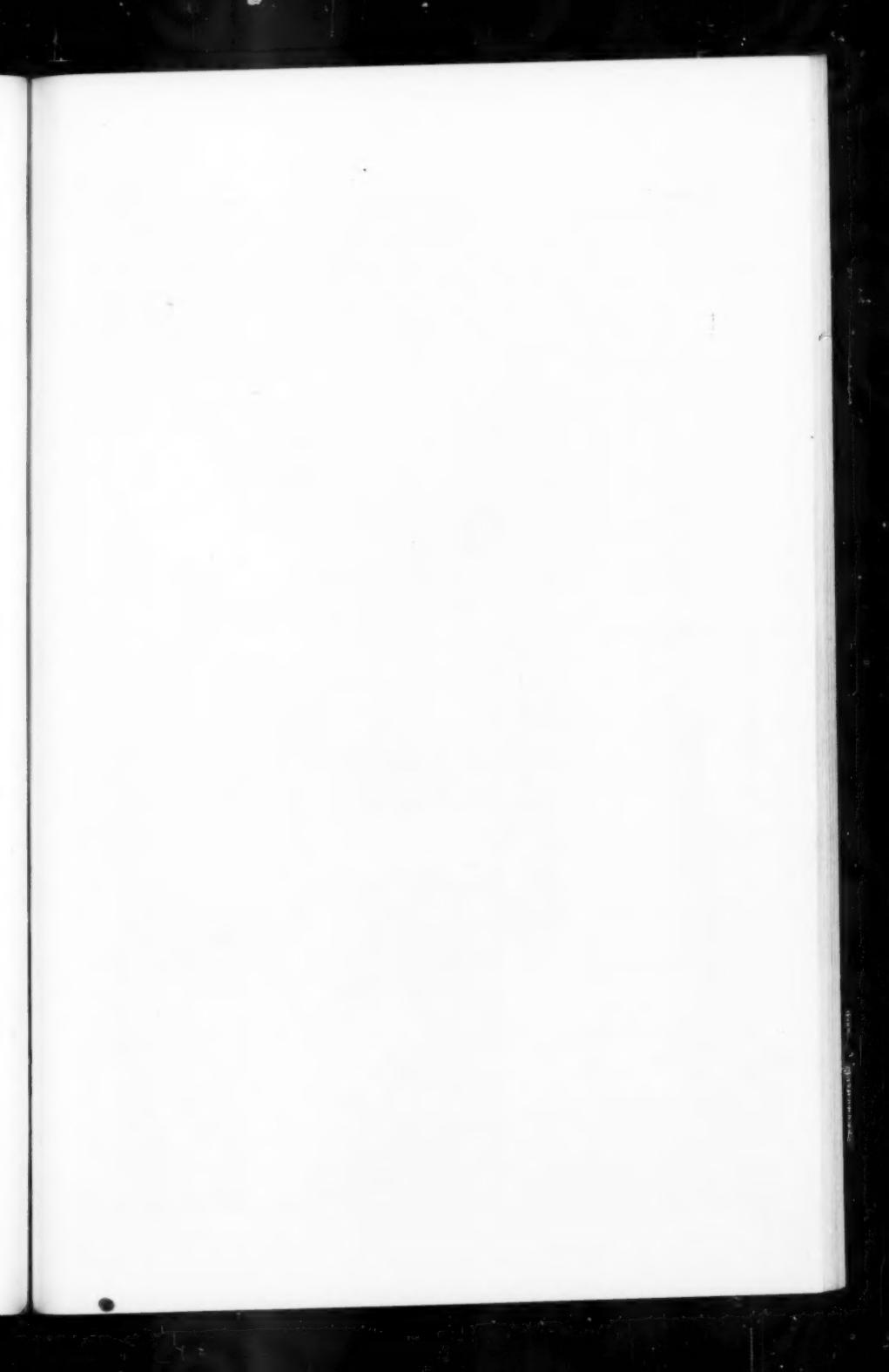
Two additional engines were received from the Norris works in 1849 and the following interesting extract from the 1850 report of the company evidently refers to one of these locomotives: "One locomotive and an extra pair of driving wheels and trucks have been procured, beyond the estimate of last year, at a cost of \$8,500. About \$500. will be required to pay cost of transportation, insurance, putting a house on the engine, and placing her in running order." The "house" referred to means the locomotive cab and evidently these early engines were delivered without cabs.

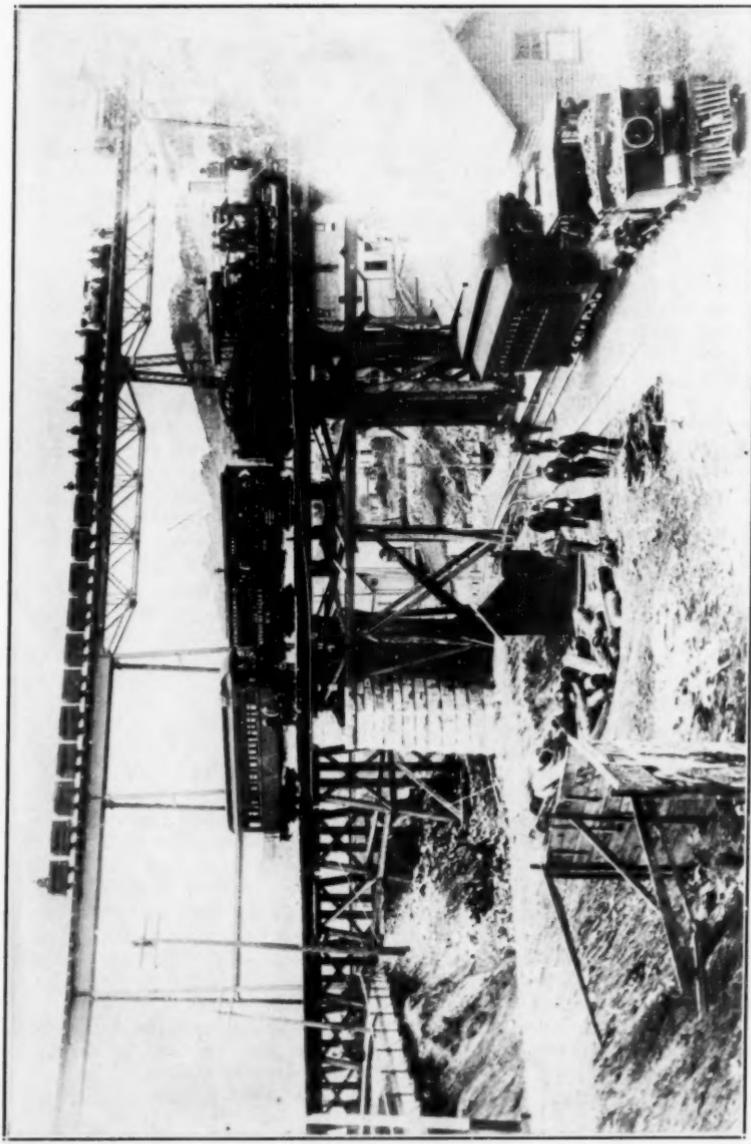
During 1850 the road built through Junction (later Turner Junction and now West Chicago) to Elgin with a branch line to St. Charles. Several other roads in the vicinity of Chicago were also under construction by this year. One of these, the Aurora Branch Railroad, was building from Aurora to connect with the G. & C. U. at Junction. This road in turn became known as the Chicago & Aurora and later the Chicago, Burlington & Quincy. Through an agreement this road operated trains to and from the west over the G. & C. U. tracks from Junction to Chicago until as late as 1864 when the tracks of the Burlington were extended from Aurora to Chicago. Early reports mention that this Chicago & Aurora Railroad was built partly through the loan of locomotives and cars from the Galena & Chicago Union.

An interesting transaction occurred in 1853 when the G. & C. U. exchanged their locomotive "Winnebago" for the C. & A. "Whittlesey" which was promptly renamed the "J. B. Turner" after the then president of the Galena road. The "Winnebago" was built by Amoskeag in 1851 under construction number 29. It had 16x20" cylinders, 66" drivers and weighed 36000 pounds, and its name was changed to the C. & A. "No. One."

By 1853 the G. & C. U. had reached Freeport and had constructed a branch from Belvidere, Illinois to Beloit, Wisconsin, and through the leased road, the Beloit & Madison, it had reached Madison, Wisconsin in 1854. In the following year its west terminus was the east bank of the Mississippi River at Fulton, Illinois. Extending its tracks west, in 1862, it secured the lease of the *Chicago, Iowa & Nebraska Railroad* which had been built under a separate corporation from Clinton to Cedar Rapids, Iowa. A bridge connecting these two properties was built over the Mississippi River in 1864. Little is known of the locomotives of the C. I. & N., only one appearing in the records, the "Clinton" built by Manchester in 1856 under builder's number 30. It had 15x24" cylinders, 60" drivers and weighed 50000 pounds. No doubt this engine and others owned by this road were absorbed by the Galena & Chicago Union.

Still extending its line west, it leased in the same year, the *Cedar Rapids & Missouri River Railroad*, then under construction from Cedar Rapids to Council Bluffs, reaching the last named town in 1867. So far as can be determined no record of the C. R. & M. R. locomotives exists, and no doubt these too were absorbed by the Galena Company.





F. E. & M. V. #208, class G, at Lead, S. D. about 1900. C. B. & Q. below and Homestake Mine R. R. above—all narrow gauge.

Some notes of interest should be included before closing this brief discourse on the Galena & Chicago Union. It will be remembered that the first rails were of strap iron laid on longitudinal wood stringers which in turn rested on cross ties. These proved very unsatisfactory as they often loosened at the joints and sprang up through the bottoms of the cars. "Snake iron" was the appropriate name given them in those days. In 1851 and 1852 the road replaced these strap rails, with what early records called "T" rails, but certain disclosures made recently indicate that these in all probability were replaced with the pear-shaped rails, and the "T" rails did not come until some later date. Traffic must have grown to good proportions in those first eight years of operation, for in 1856 a second track was built from Chicago to Junction.

Also in 1856, the first coal burning engines were tried. Two were purchased under a guarantee that they would burn Illinois soft coal successfully. However, the results of this experiment are not known, and records indicate that the road continued to purchase wood burning locomotives for many years, perhaps due to the fact that wood was plentiful and cheap.

The first depot in Chicago was built in 1848 at the southwest corner of Kinzie and Canal Streets. It had a sort of observatory or cupola on the roof and President Turner often watched the progress of incoming trains through a marine telescope. It is said that he could see trains at least six miles away over the open prairie to the west of Chicago.

John B. Turner was the fifth president of the Galena road. Some mention should be made of Wm. B. Ogden, the third president, under whose wise guidance the Galena & Chicago Union became a successful enterprise from the very start, demonstrated by the fact that the stockholders were paid 10% on their investment in the year 1850.

Thus far we have taken briefly the main events of the Galena & Chicago Union up to 1864, the year of the "great consolidation" as it was called, of which we shall mention more later.

*The Chicago & North Western.* As early as 1847 the projectors of the Galena & Chicago Union had visited Janesville and other places in Wisconsin, soliciting aid for building projected lines into Wisconsin. But a rival faction formed under the name of the *Madison & Beloit Railroad* had secured authority to built a road from Beloit to Janesville and thus to Madison. However, no rails were laid under this charter, but under a new charter of 1850 which changed the route and the name of the road to the *Rock River Valley Union*, 29 miles of track were built in 1854 from Minnesota Junction to Fond du Lac.

Destined to become a second main line into Chicago, the *Illinois & Wisconsin Railroad*, incorporated in 1851, built 38½ miles of six foot gauge track from Chicago to Cary, Illinois in 1854. A time table of March 1st. 1855 shows week day passenger service of one train each way with a schedule of two and a half hours.

The *Chicago, St. Paul & Fond du Lac Railroad* was formed March 31, 1855 by the consolidation of the Rock River Valley Union and the Illinois & Wisconsin, and the gap between Cary and Minnesota Junction was completed in 1859, thus forming a continuous line from Chicago,

via Janesville and Watertown, 176 miles to Fond du Lac. Trains however, were running through to Janesville as early as March 1857 with two passenger trains daily each way on a four and a half hour schedule. There is some question as to whether or not the road from Cary to the Wisconsin state line was originally built as six foot gauge, but records do show that all of the existing wide gauge track was changed to standard gauge in 1855, or early 1856.

The trains of the Illinois & Wisconsin, and later the Chicago, St. Paul & Fond du Lac arrived at and departed from what was generally known as the "Kinzie Street Depot" in Chicago. It was located on the west bank of the Chicago River, north of Kinzie Street; the original building being replaced in 1856 by a pretentious wooden structure with a large domed train shed, and was in use until the Chicago fire in 1871.

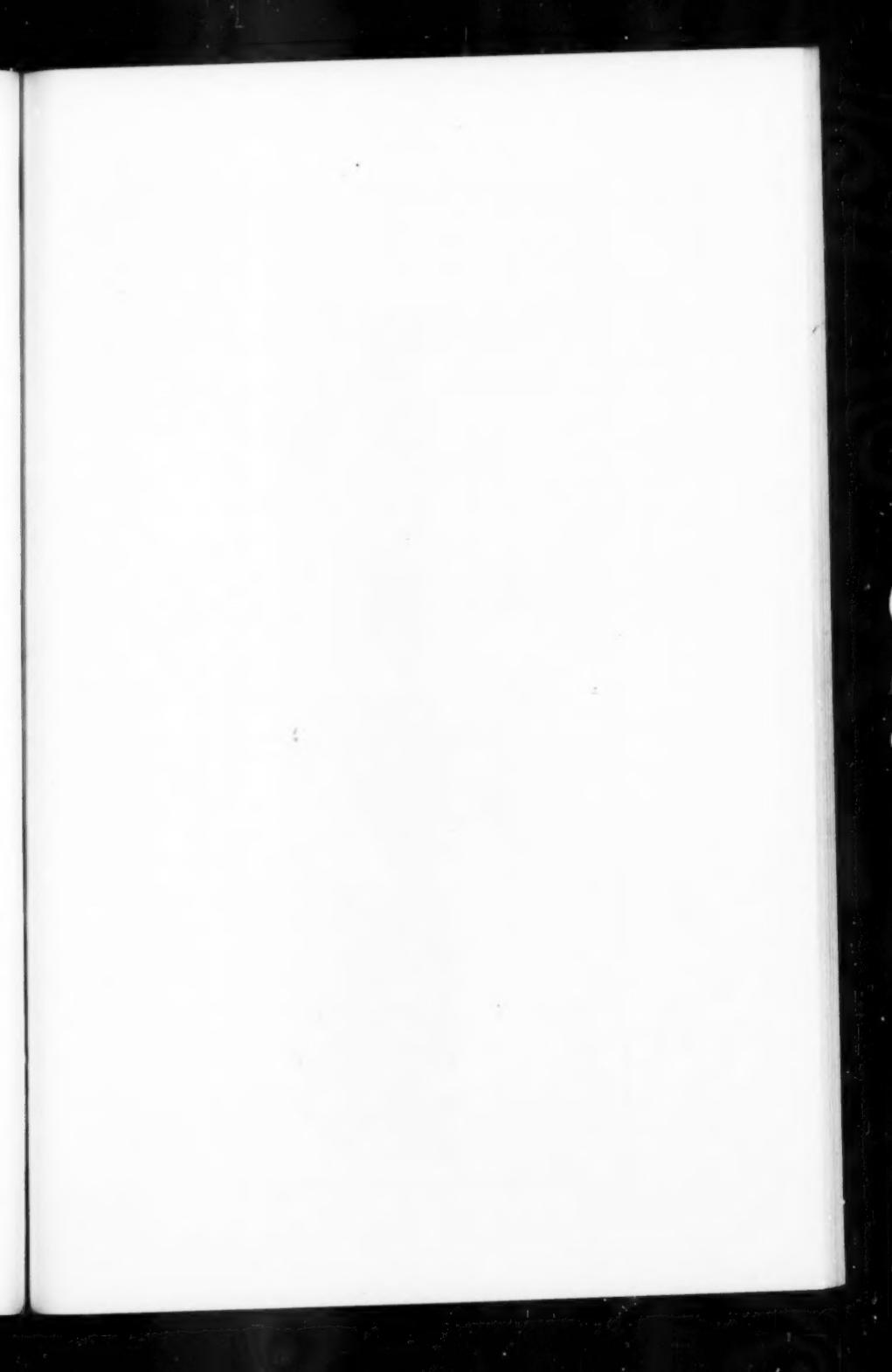
As to the locomotives of the Rock River Valley Union, the "Winnebago," its first locomotive was built by Hinkley in 1852 under their number 371. It was 4-4-0 type with 12x20" cylinders and 48" drivers. Henry Crane, afterwards master mechanic of the road, is said to have hauled this engine by teams over country roads from the boat dock at Sheboygan, to Fond du Lac some 50 miles distant. Hinkley's 394th. engine was also built for this road in the same year. It had 15x20" cylinders and 60" drivers. The "Fountaine City," built by Taunton in 1854, construction number 171, had 15x20" cylinders and 72" drivers. All of these early engines are believed to have been built for six foot gauge track, and the only farther record we have of these is that the "Winnebago" was rebuilt to standard gauge in 1856, and in 1870 was converted to 0-4-0 type in the C. & N. W. shops, retaining its original name.

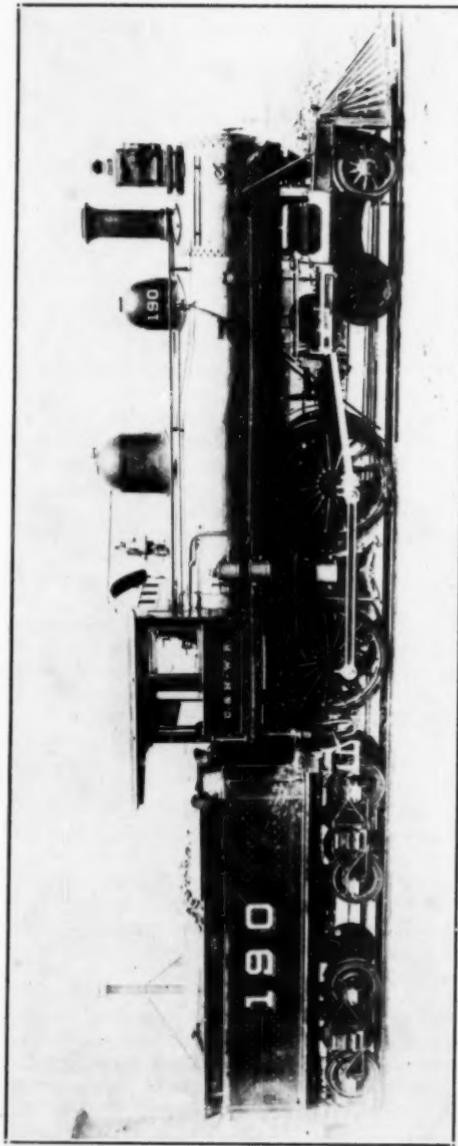
The first locomotive to come from the builders as standard gauge, was the "Woodstock" built for the C. St. P. & F. L. by Hinkley in 1855, later becoming the C. & N. W. "S. J. Tilton" No. 75.

The first two locomotives for the Illinois & Wisconsin were built by Taunton for delivery June 15, 1854. They were six foot gauge, inside connected, 4-4-0 type with 15x20" cylinders and 72" drivers. As to some of the difficulties encountered to accomplish delivery of these locomotives and final disposition of same, we refer to notes of Mr. Ben Garvin, deceased C. & N. W. man:

"We took two six foot gauge engines from Erie, Pa., in the spring of 1854. They had to be loaded on flat cars, run to Toledo, unloaded, run over the river on a scow, loaded on ears again, run to Chicago, unloaded near the Michigan Southern Depot, loaded on a scow and run up the river to where the old North Western depot and shop used to be. The six foot gauge engines were sold to the New York & Erie in 1856." Referring to the Rock River Valley Union, he noted, "The engine "Winnebago," the first engine on the road, was rebuilt in Fond du Lac in 1856 under my supervision."

The panic of 1857 stopped further expansion of the Chicago, St. Paul & Fond du Lac. In 1859 it became bankrupt, and was sold to a newly formed company, the *Chicago & North Western Railway*. It is interesting to note that W. B. Ogden was president of the road at the time of its sale and became the first president of the newly formed com-





C. & N. W. #190, class C-6, original design.

pany which he served in that capacity, and also as director, until June 4, 1868. He died on August 3rd, 1877, with more than a quarter century of railroad achievements to his credit.

During the early '60's the C. & N. W. and the G. & C. U. became keen rivals for the northwest business that was moving up and down the Mississippi river from St. Paul by means of boats to Prairie du Chien and thus over the Milwaukee & Mississippi Railroad to Janesville. It will be remembered that at an early date both roads had entered Janesville and their rails crossed at several points in southern Wisconsin and northern Illinois. The Kenosha & Rockford Railroad was purchased by the C. & N. W. early in 1864 to prevent it from falling into the hands of the G. & C. U.

The copper and iron country of the Michigan peninsula was reached in 1864 by the acquired Peninsula Railroad. However, its southernmost terminus was Escanaba, and to make connections with the then northern end of the C. & N. W. at Green Bay, boats were run between these two points until as late as 1872 when rail connections were completed.

Thus, two pioneer railroads grew from a raw beginning to a place of great influence in the development of the territory west and northwest of Chicago. Indeed, the growth of that city to the greatest railroad center in the world can be directly attributed to the foresight of the courageous men who planned, built and operated these early railroads.

As it has been seen, the Galena & Chicago Union and the Chicago & North Western were competing roads until on June 2nd, 1864, their consolidation was consummated. This was a noteworthy event for those days when railroad consolidations of such magnitude were almost unknown. It had as its fundamental purpose much the same common benefits that would be expected from such a merger in modern times—the elimination of disastrous competition. Neither road had entered Galena by 1864, the G. & C. U. having started with that intention, had changed its route in its early history and had been content with its connection to that very important early Illinois city through the Illinois Central. Hence, the retention of the name "Chicago & North Western" which embraced fully the territory that the consolidated roads served and in which might be expected to expand. As a last tribute to the Galena company, we quote from "Yesterday and Today"—"It was the leader in nearly everything that belonged to railroad operation. In financial standing and credit it was without a peer. It had the best, largest, and most modern locomotive engines. Its cars were inferior to those of no other road. It built the first and had the best passenger depot in Chicago and better facilities for handling freight than any other road there. It had built and adopted the first regular railroad postal car that was placed in service."

At the time of the consolidation, the G. & C. U. owned directly 294 miles of track and had under perpetual lease 251 miles; it owned 60 passenger and freight locomotives, and 14 switching locomotives. The C. & N. W. had 315 miles of owned lines and none under lease, and had 48 locomotives. The consolidation necessitated a new scheme or order of numbering and naming the locomotives of the two roads into one com-

mon list, and the Galena's engines were given first place as reference to the general tabulation of locomotives accompanying this text will indicate. The first 60 locomotives have been identified as being original Galena engines, the original names in some cases being changed to avoid duplication.

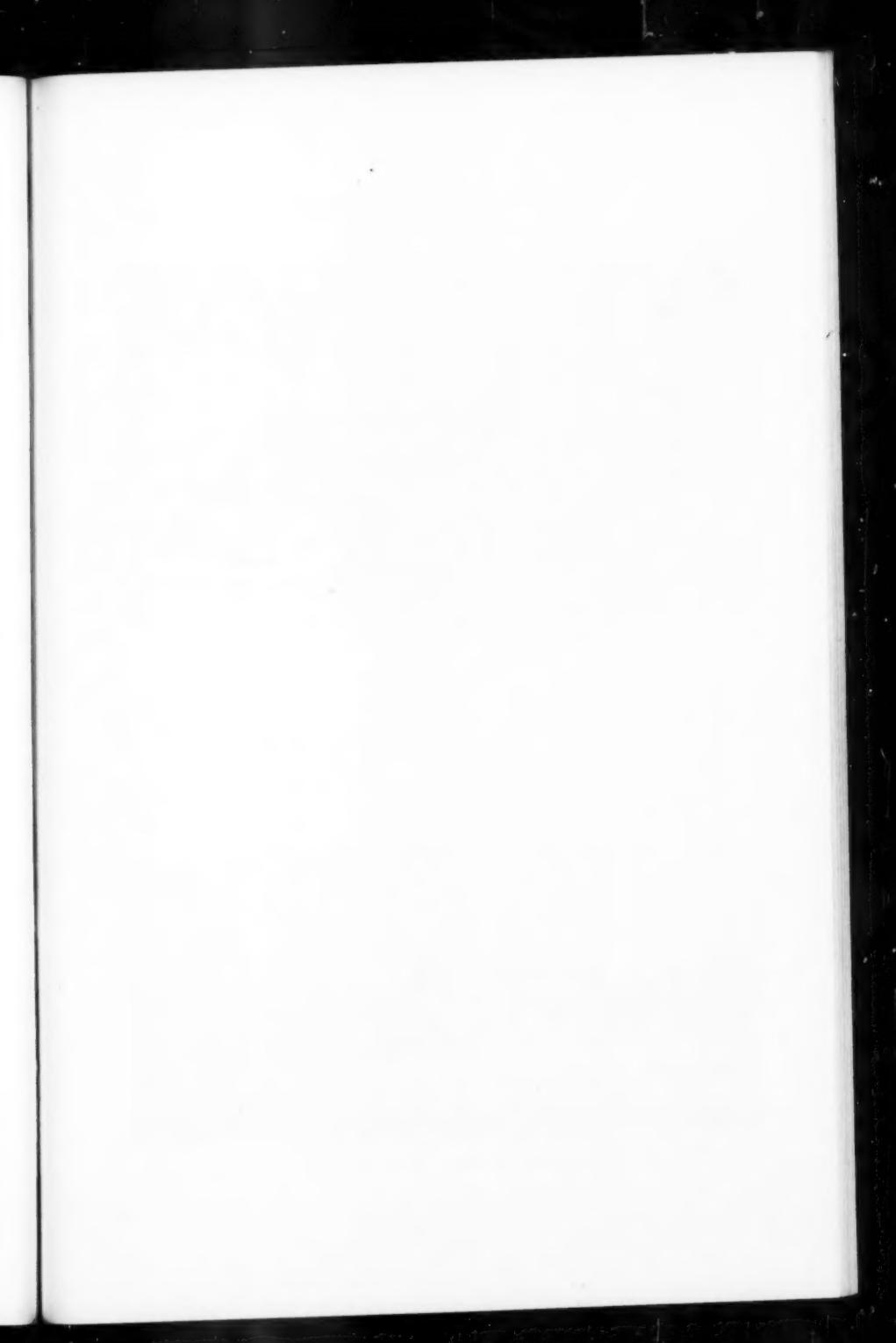
*The Chicago & Milwaukee Railroad.* The Illinois Parallel Railroad, chartered in 1851, changed its name to Chicago & Milwaukee in 1853, and built from Chicago north to the Wisconsin state line in 1855. The Green Bay, Milwaukee & Chicago Railroad, chartered also in 1851, built from Milwaukee south to the Wisconsin state line in 1855, and later in 1857 changed its name to the Milwaukee & Chicago Railroad. Thus rail transportation was established between Chicago and Milwaukee, but until 1863 when these two roads were consolidated under the name of the Chicago & Milwaukee Railroad, freight and passengers alike changed cars at the state line.

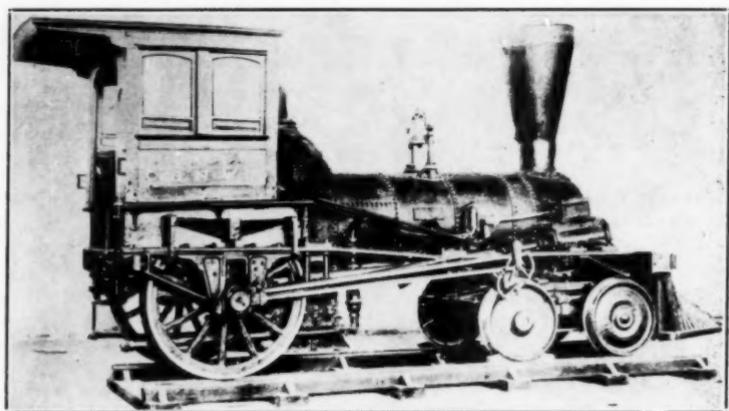
The first regular train service was inaugurated on December 19, 1854 between Chicago and Waukegan, the service being extended to Milwaukee the following June. Reports conflict as to the location of the first depot in Chicago, but early time cards bear the note: "Chicago station, corner of Water and Kinzie streets, on the west side." A map of 1863 shows such a station running east and west along the south side of Kinzie street, between Canal and Clinton streets. As this was the location of the original G. & C. U. station which was abandoned in 1853 upon completion of its new station at Wells street, the C. & M. may have used the old G. & C. U. station.

To Judge Henry W. Blodgett, an eminent jurist of the time, much credit is due for his efforts to bring about the above mentioned consolidation, and he had the distinction of having a locomotive named in his honor. The Chicago & Milwaukee came under the management of the C. & N. W. by perpetual lease on May 2nd. 1866, and was finally purchased in 1883. It had 12 locomotives which were taken into the regular C. & N. W. classification in 1866, all of which appear in our tabulation.

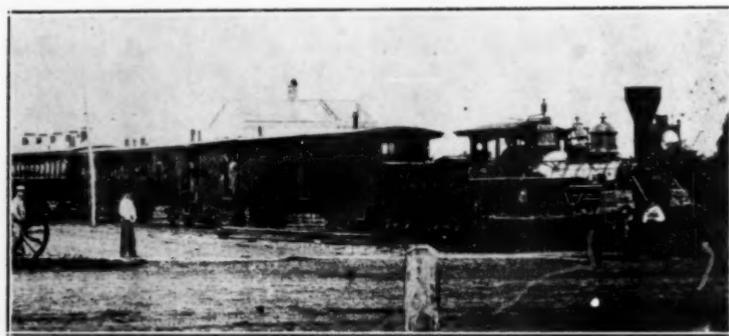
*The Winona & St. Peter Railroad.* In 1867, Henry Keep, then president of the C. & N. W. reported the purchase from D. N. Barney and his associates of all of their interests in the projected Winona & St. Peter Railroad, which was soon built 105 miles westward from Winona, Minnesota. This was operated as a separate road until about 1900, its locomotives keeping their distinct identity apart from those of the parent road. A few locomotives were received direct by this road from the builders, but the greater majority came from the North Western proper, some of which having been built in the Chicago shops. However, the same common class designations were used by both roads. Three of the original C. & N. W. engines were later transferred from the W. & St. P. to the Fremont, Elkhorn & Missouri Valley. Finally the W. & St. P. became an integral part of the parent road and by 1901 all of its 55 locomotives were renumbered into the C. & N. W. classification.

An interesting statement appeared in the C. & N. W. report of 1868:





The "Pioneer"—first locomotive to run west from Chicago.



The "Apollo" at Fulton, Illinois, about 1864.

### LOCOMOTIVES AS OF MAY 31, 1868

	First Class	2nd. Class & Switching	Total
Number June 2, 1864—time of consolidation with G&CU	94		122
Number purchased and built during the fiscal year ending May 31, 1865, including those purchased by Peninsula Division before consolidation	29	3	32
Number acquired by lease of C. & M., May 8, 1866	10	2	12
Number purchased and built during the fiscal years ending, May 31, 1866	6	0	6
May 31, 1867	64	11	75
May 31, 1868	1	0	1
Totals, May 31, 1868	204	44	248

*The Sheboygan & Fond du Lac Railroad.* The Sheboygan & Mississippi Railroad, chartered in 1852, became through reorganization the Sheboygan & Fond du Lac Railroad in 1861. Through subsequent consolidations, this road became the property of the C. & N. W. in 1883, at which time it had 5 locomotives, although in 1872 it owned 6. No evidence can be found that these locomotives ever became the property of the parent road. Only meager description of these locomotives is available, and this follows.

The Taunton Locomotive Works built the first two engines for the Sheboygan & Mississippi in 1857 and 1858. They were the No. 1 "Sheboygan" and the No. 2 "Cape Cod" and bore builders numbers 229 and 249. They had 13x22" cylinders and 60" drivers. Their delivery was accomplished by means of flat scows on Lake Michigan from Milwaukee. Later reports show the No. 2 as the "Fond du Lac" to which the "Cape Cod" was evidently changed. There is no record available concerning the No. 3. Numbers 4, 5 and 6 were respectively the "Calvary," "Ripon" and "Princeton." Of these, only a record of the "Ripon" remains. It was built by Baldwin in 1871 under construction number 2658, had 16x24" cylinders, 60 $\frac{3}{4}$ " drivers and weighed 27 $\frac{1}{2}$  tons. The engine "Fond du Lac" mentioned above should not be confused with that of the same name carried on the C. & N. W. list as the No. 83, the latter having been built for the Chicago, St. Paul & Fond du Lac.

A statement of the C. & N. W. dated July 1, 1885 shows a total of 680 locomotives, of which 52 were assigned to the Winona & St. Peter. 91 locomotives of this total were listed as switch engines, 40 of which were equipped with air brakes. Of the road engines, 23 had steam brakes and 337 air brakes.

*The Narrow Gauge Lines.* The Chicago & North Western acquired in 1883 the three foot gauge railroads named the Galena & Wisconsin (formerly the Galena & Southern Wisconsin) and the Chicago & Tomah. These roads were in southwestern Wisconsin, one line of which extended to Galena, Illinois. The gauge was subsequently changed to standard with the exception of the line from Fennimore to Woodman which remained narrow gauge until its abandonment in 1926. The original narrow gauge engines were the 278, class D-10, 4-4-0 type and the 279, class D-11, 2-6-0 type; these being replaced in 1912 and 1915 by locomotives

of the same numbers but both of the class D-11, 2-6-0 type. Reference is made to the locomotive tabulations for further data concerning these locomotives.

The *Des Moines & Minneapolis*, originally the Des Moines & Minnesota, was leased in 1879 and was subsequently purchased in 1884. This was a three foot gauge road extending from Des Moines to Callanan, Iowa, and in 1879 it owned four locomotives none of which were taken into the C. & N. W. classification. Record of only two of these locomotives is available: No. 1 built by Grant in 1871 had 9x16" cylinders and 44" drivers; No. 3 the "James Callanan" was built for the Des Moines & Minnesota by Danforth Locomotive & Machine Company under their number 366 prior to 1877 and was of the 2-6-0 type. In 1879, Baldwin built what was to have been the Des Moines & Minneapolis No. 5 "Des Moines;" but the C. & N. W. leased the road before its delivery and this locomotive was diverted and later became the C. & N. W. No. 278, class D-10, and saw initial service on the Galena & Wisconsin about 1880.

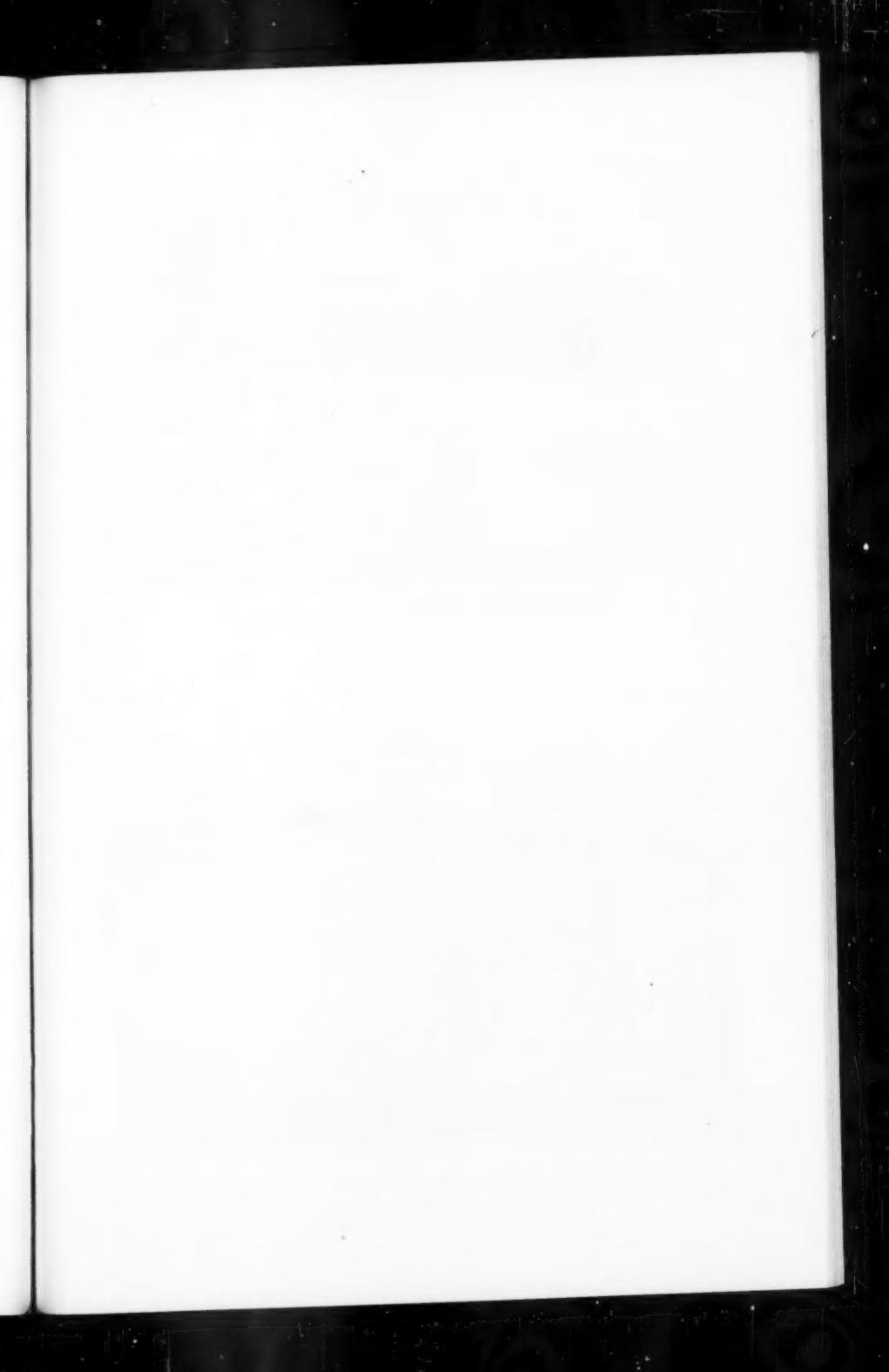
Mention is made elsewhere of the narrow gauge line in the Black Hills, built in more recent years by the Fremont, Elkhorn & Missouri Valley Railroad.

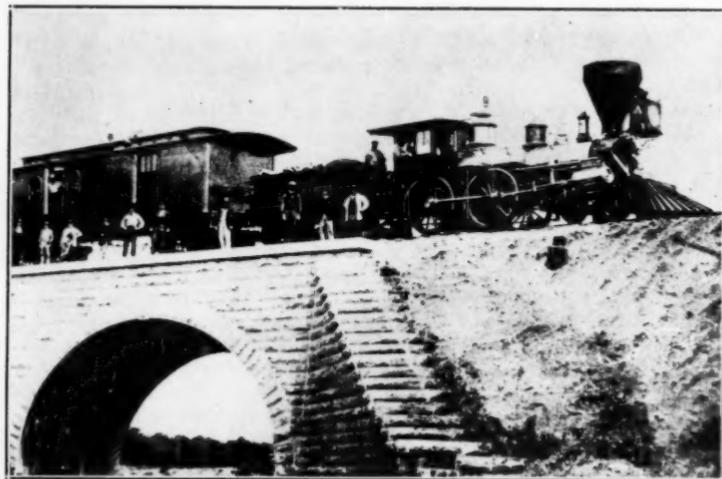
The *Sycamore & Courtland Railroad*, a standard gauge road about five miles long, was built in 1859 and was sold to the C. & N. W. in 1888. It had one locomotive, the "Sycamore" of the 4-4-0 type which was built in 1859, went into service in 1861 and was scrapped when the road became C. & N. W. property.

The *Mattoon Railway Company*, built from Mattoon Junction to Mattoon, Wisconsin in 1896, was later absorbed by the C. & N. W. Line was abandoned in 1933. The C. & N. W. in 1899 sold their No. 264 to this road and it was renumbered Mattoon Railway No. 3. Only one other locomotive owned by this road is known by meager description. It was the No. 1, 2-6-0 type, originally a wood-burner it was later changed to burn coal. The road was standard gauge and was used chiefly in connection with the logging industry of northern Wisconsin.

The *Milwaukee, Lake Shore & Western*, a consolidation of the Appleton & New London, Vieux Desert & Lake Shore, and the Wolf & Wisconsin River railroads was sold to the Chicago & North Western in August 1893. Its locomotives, 112 in number, were taken into the general classification.

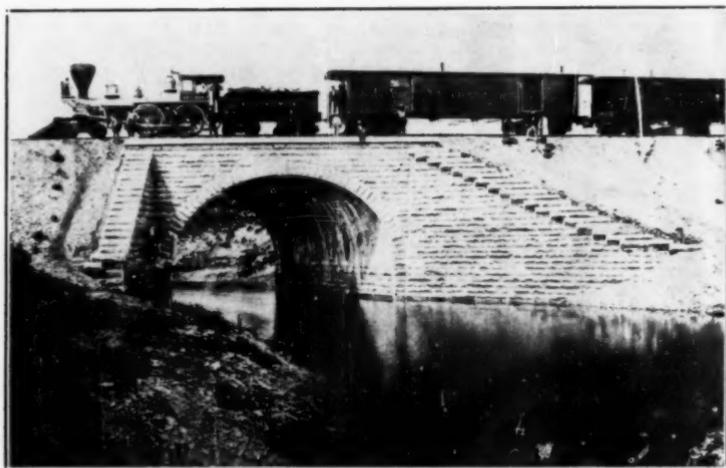
In 1884, the Chicago & North Western purchased together with several bridge companies and smaller roads, the *Chicago, Iowa & Nebraska*, the *Cedar Rapids & Missouri River*, the *Sioux City & Pacific*, and the *Fremont, Elkhorn & Missouri Valley* railroads. The first two roads it will be recalled were leased by the Galena & Chicago Union in the early years of its history. The latter two roads were known as the "Trans-Missouri Lines," and their history being quite involved and lengthy, we will not attempt to give it in detail. However, mention should be made that John I. Blair and his associates were the builders of the C. R. & M. R. and the S. C. & P. and that the F. E. & M. V. came under their control as a leased road.





In the wood burner days, the "Elkorn" at Rockford, Illinois, 1867.

*Niles & Co., 1858*



Another wood burner, the "Thunder" at Rockford, Illinois, 1867.

These "Trans-Missouri Lines" were operated for many years as separate companies and during that period many C. & N. W. locomotives were transferred for service on those lines. In 1901 the Sioux City & Pacific, and in 1903 the Fremont, Elkhorn & Missouri Valley ceased to exist as separate operating units, and their locomotives in entirety were taken into the classification of the parent road.

Some 18 miles of three foot gauge track were built by the F. E. & M. V. to the various mines in the Deadwood, South Dakota district in 1891, this being completely abandoned in recent years. For service on this narrow gauge road, five class G, 4-8-0 type locomotives were built by Schenectady in 1891, 1892 and 1902.

The *Chicago, Iowa & Dakota Railway*, extending from Eldora Junction to Alden, Iowa, 26 miles, was purchased in 1903, and its two locomotives were taken into the C. & N. W. classification and renumbered 1305 and 1306.

Two building companies, the *Wyoming & North Western* and the *Pierre, Rapid City & North Western*, were organized to extend the lines of the C. & N. W. in Wyoming and to the Black Hills of South Dakota. The parent road ordered 20 locomotives, class Q, 4-6-0 type for service on these roads and they were delivered from Rogers in 1906, ten going to each road and being numbered 1 to 10 respectively. Later, when the roads ceased operation as separate units, some of these locomotives were put into suburban service in Chicago under their original numbers. Eventually, in 1920, these engines were renumbered into the general classification.

The *Pierre & Ft. Pierre Bridge Company* built the connecting line between the P. R. C. & N. W. and the C. & N. W. at Pierre, South Dakota, including the bridge over the Missouri River. It was opened for service in October 1907. Also, operated separately, it maintained one locomotive from 1907 until 1920 when operation was consolidated with the parent road. Three different locomotives shared this period and each were known in turn as the No. 1, a detailed history of which is included elsewhere.

This briefly covers the history of the Chicago & North Western Railway. On January 1, 1938 it had under operation 8,440 miles of standard gauge track; owned 1,519 steam locomotives, 157 of which were oil burners; 4 oil-electric switching locomotives and 31 gas-electric motor cars.

Much has been omitted that would ordinarily have been covered in a general history of the road, but the purpose of this text is to acquaint the reader chiefly with the history of the road's locomotives. The Chicago, St. Paul, Minneapolis & Omaha Railway Company, which is in reality an integral part of the North Western System, has not been covered in this article. Control of this road was gained in 1882 by the purchase of a majority of its stock. The "Omaha," as it is generally known, has been operated all these years and at the present time as a separate road and its locomotives are distinct to itself. There has never been any exchange of locomotives, although both this road and the C. & N. W. have some locomotives of the same design, and in recent years locomotives of both roads have been run through to terminals in both Chicago and the Twin Cities.

While the C. & N. W. operates left hand, the Omaha runs its trains on the right side of the track. Much discussion has been made of this left hand operation of the C. & N. W. While it is now unusual in this country before the turn of the century, many roads operated on the left side, and one of the last to change to right side was the Lake Shore & Michigan Southern, now the New York Central west of Buffalo. The writer knows of no other road now operating as does the Chicago & North Western and believes that characteristic can now be claimed of this road alone. The chief reason for this road to continue such operation was perhaps due to the exorbitant cost of changes in signals, switches, etc. The road however has maintained that left hand operation is safest as the engineer from the right side of the cab has a view of the passing track as well as his own.

*The "Tilton" Engines.* From about 1876 to 1885, the Chicago & North Western built many locomotives in its shops. Most numerous were the classes A-1 and B-1 both 4-4-0, also the class K-1 0-4-0 type. Probably the most famous of these engines was the No. 274, class A-4 built in 1884. In appearance it was a gem of symmetry and excelling in power and speed, it was the pride of the road for many years. However all of these engines were noted for their good lines and trustworthiness and became famous throughout the middle west as "Tilton" engines, named after the then superintendent of motive power, George W. Tilton, under whose supervision they were built.

Splendid locomotives came to the road from the Schenectady Locomotive Works in the years 1895 to 1899. Most noteworthy of these were the three 4-4-0 type classes, A, B, and C. Many speed records were made with these locomotives and they were used on the "limited" trains until supplanted by the Atlantic type engines. On the run of the first fast mail from Chicago to Omaha in competition with the Burlington road, January 2nd and 3rd, 1899, three class A engines were employed over as many divisions. They were the 908, 584 and 592. The 497 miles from Chicago to Council Bluffs was traversed in 9 hours and 25 minutes, an average of about 52 miles per hour including stops.

In 1900 the first class D, Atlantic type locomotive No. 1015 was built by Schenectady. This, and the other five of the same order proved so satisfactory in every respect, that by 1908 when the last of this type was built, there were 91 in all, and all from the same builder. Some idea of the service these engines have seen can be realized by the fact that all but 5 of this class are still in active service. Some are pulling light high speed trains and others are in suburban service. Minor changes have been made from time to time, but always the original design has remained through the years. The writer contends without fear of contradiction, that these are the equal of any locomotive of same type and weight as to appearance, power and speed.

Another locomotive that has proven its popularity on the North Western, is the ten-wheel type freight locomotive, class R-1. In the years from 1901 to 1908, 325 of these engines were ordered from Schenectady and Baldwin. A few have since been rebuilt with larger boilers.

A small Pacific type locomotive class L, was designed in 1908 to burn lignite on the western lines, and in the following two years, 20 additional were built. All have been scrapped in recent years. One class Q engine was converted to burn lignite, this being the Wyoming & North Western No. 6.

*The Compounds.* The North Western had very few compounds and they can be considered experimental in nature due to their short life. There were four built originally as compounds.

819 S-6	4-6-0 Schen. cross comp.	20 & 32 x 24" cylinders, made simple	11-17-03
820 D-13	4-6-0 Bald. Vauclain comp.	14 & 24 x 24" cylinders, made simple	12- 3-01
821 D-14	4-4-0 Bald. Vauclain comp.	12 & 20 x 24" cylinders, made simple	9- 7-99
341 R	4-6-0 Schen. cross comp.	22½ & 35 x 26" cylinders, made simple	11- -03

Two locomotives were originally simple:

646 S-4	4-6-0 Rebuilt with Bald. Vauclain cylinders	14 & 24 x 24"	4-12-97.
	Changed back to simple	9-20-01.	
836 S-4	4-6-0 Rebuilt with Richmond cross comp.	cylinders 19 & 30 x 24,	7-1-96.
	Changed back to simple	3-24-02.	

*Automatic Train Control.* For several years the Chicago & North Western has had in service on its main line between Chicago and Omaha what is known as the G. R. S. Automatic Two Speed Train Control. About 400 freight and passenger locomotives have been equipped with this device.

We have made no attempt to mention the modern power, nor have we covered each and every type of locomotive in use past or present. In this, we feel that the following tabulations are sufficient to acquaint the reader in a comprehensive manner.

Every effort has been made to make this record of locomotives complete and accurate in every respect, and to this end both the early and modern records of the Chicago & North Western have been searched. To this has been added all available records of the builders and information from all other possible sources, and the records have been brought down to January 1, 1938 with some additions beyond that date. As in all work of this nature, in spite of all efforts to prevent errors and omissions, certain discrepancies may be discovered by the readers and it is hoped that if such should be the case, that they will be passed on to the author.

#### HISTORICAL RECORD OF LOCOMOTIVES

*Explanation of the succeeding tabulations.* Locomotive numbers shown without road designations are understood to be C. & N. W. Classes shown thus: (L-1) indicate that class designation was given at a later date. The first record of locomotive classes appears to be 1888, although the practice of lettering class designations on the cabs did not come until about 1892. Many early locomotives are shown with type omitted; such appeared in early records as "4 driver" and were for the most part 4-4-0 type.

The Chicago & North Western until about 1907 followed the policy of filling vacancies in numbers caused by scrapping or number changes,

by new locomotives as they arrived. In some cases the older locomotive was not immediately scrapped but was held on a condemned list, and to avoid confusion, a prefix "A", or "O" or "X" was placed in front of the original number. Records of some such cases are shown in the tabulation, but others probably were omitted from the records as quite a few new locomotives are recorded as replacements before the older engine was scrapped.

Many of the early entries on the succeeding list bear a note: "Rebuilt or scrapped about \_\_\_\_." It will be noted that each of these locomotives are followed with a C. & N. W. built engine. Although records show these C. & N. W. built locomotives as new, they may have been rebuilt, partially at least, from the preceding original locomotive.

*"Note A"*—Original locomotives, numbers 38, 44, 184 and 243 to 248 inclusive were probably changed to numbers 753 to 762 inclusive about 1879; and were probably later changed to numbers 644 to 653 inclusive about 1886. Order of renumbering is unknown.

*"Note B"*—Original locomotives, numbers 269 to 279 inclusive were changed to Winona & St. Peter numbers 35 to 45 inclusive about 1882; exact order of renumbering is unknown. All except numbers 35 and 36, which were scrapped in 1893 and 1895, returned to the C. & N. W. in 1900 and were renumbered 1037 to 1045 inclusive.

#### BUILDERS' ABBREVIATIONS

Amosk	Amoskeag Mfg. Co.	Lath	Latham & Co., White River
BMC Co	Boston Machine Co.	Jct.	Vt.
Bald	Baldwin	Mason	Mason & Co.
Chgo	Chicago Loco. Works	Manch	Manchester Loco. Works
Cooke	Cooke Loco. Works	McK&A	McKay & Aldus
Cuyah	Cuyahoga Works, Cleveland	Menom	Menominee Loco Works,
Daven	Davenport Loco. Works		Milwaukee
D.& C.	Danforth & Cooke	McQu	McQueen (Schenectady)
Grant	Grant Loco. Works	Norris	Norris & Bros.
H.& M.	Harkness & Moore	Niles	Niles & Co., Cincinnati
Hink	Hinkley Loco. Works	Rd Is	Rhode Island
J. C.	Jersey City Loco. Works	Rogers	Rogers Loco. Works
Lowell	Lowell Machine Shop	S. & J.	Smith & Jackson
Law MS	Lawrence Machine Shop	Schen	Schenectady
		Taun	Taunton Loco. Works

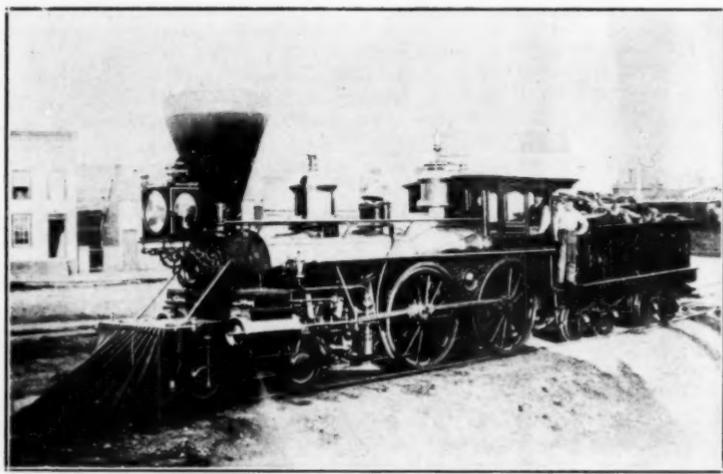
#### ROAD ABBREVIATIONS

CNW	Chicago & North Western	GBM&C	Green Bay, Milwaukee & Chicago
C&M	Chicago & Milwaukee	MLSW	Milwaukee, Lake Shore & Western
CI&D	Chicago, Iowa & Dakota	PRCNW	Pierre, Rapid City & North Western
CI&N	Chicago, Iowa & Nebraska	RRVU	Rock River Valley Union
CSPFL	Chicago, St. Paul & Fond du Lac	SC&P	Sioux City & Pacific
FEMV	Fremont, Elkhorn & Missouri Valley	W&NW	Wyoming & North Western
GCU	Galena & Chicago Union	WSP	Winona & St. Peter

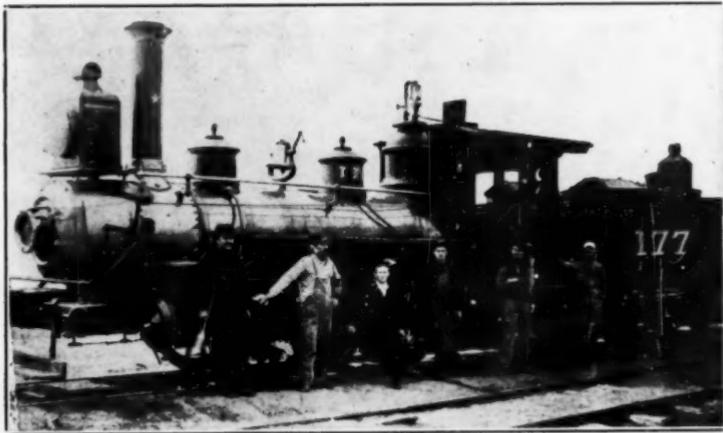
#### MISCELLANEOUS ABBREVIATIONS

ab. about	reb. rebuilt	chgd. changed
sc. scrapped	NG narrow gauge	





The "Watkins," Chicago, Illinois, 1866.



C. & N. W. #177, originally the "Wasp," class G-3.

## CHICAGO & NORTH WESTERN LOCOMOTIVES

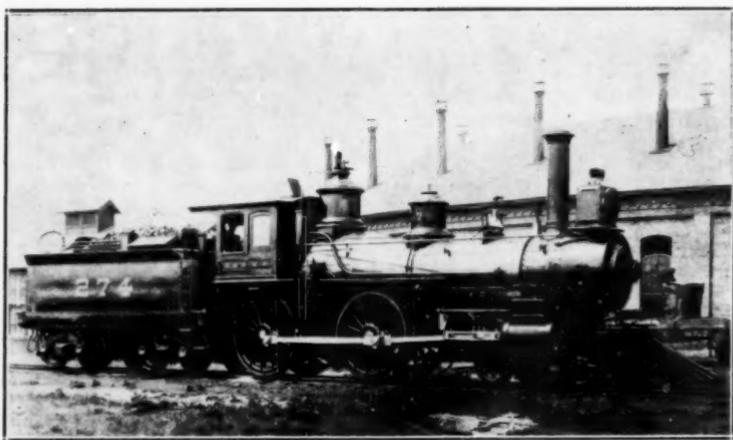
1 "Pioneer"	Bald	1836 # 37	GCU #1 "Pioneer" 4-2-0	Retired ab. 1874
			Originally Utica & Schenectady #7, sold to Mich. Cent. and named "Alert", sold to GCU 1848 and renamed "Pioneer". On permanent exhibition, Museum of Science and Industry, Chicago, Ill.	
1 H-I	4-4-0 CNW	1874	Reb. 10-78	Sc. 10- .06
1 M-1	0-6-0 Rd Is	1906 39257		Sc. 3- 5-30
2 "Active"	Norris	1849	GCU #2 "Chicago" 4-4-0	
2 K-I	0-4-0 CNW	1879	Reb. to tank GCU 1863	Reb. or sc. ab. 1879
2 M-1	0-6-0 Rd Is	1905 38065	Sold and chgd. Fitz-Hugh Luther Co. #1, 9-05	Sc. 3-14-30
3 "Elgin"	Norris	1849	GCU #3 "Elgin" 4-4-0	Reb. or sc. ab. 1874
3 M-1	0-4-0 CNW	1874		Sold 12-1-93
3 A	4-4-0 Schen	1895 4376		Sc. 3-23-27
4 "Rescue"	Norris	1851	GCU #4 "Illinois" 4-4-0	Reb. or sc. ab. 1877
4 B-2	4-4-0 CNW	1877	Sold Baldwin Equip. & Sup. Co. 10-06	
4 M-1	0-6-0 Rd Is	1906 39267		
5 "Union"	Norris	1849	GCU #5 "J. B. Turner". Reb. GCU 1854.	
				Reb. or sc. ab. 1875
		Originally for GCU	Chicago & Aurora "Whittlesey", received in 1853 in exchange for "Winnebago" (Amoskeag 1851 #29).	
5 M-1	0-4-0 CNW	1875		Sc. 7- .97
5 R	4-6-0 Schen	1897 4601		Sc. 4-19-28
6 "Belvidere"	Norris	1851	GCU #6 "Belvidere". Reb. to tank GCU 1864.	
6 M-1	0-4-0 CNW	1875	Reb. or sc. ab. 1875	
6 A	4-4-0 Schen	1895 4379		Sold 8- 1-94
7 "Aid"	Norris	1851	Reb. 9-26	Sc. 4-29-35
7 M-1	0-4-0 CNW	1874	GCU #7 "Rockford". Reb. to tank GCU 1864.	
7 A	4-4-0 Schen	1895 4380	Reb. or sc. ab. 1874	
8 "Marengo"	Schen	1852 13		Sold 3- 1-94
8 T-I	4-4-0 CNW	1873	GCU #8 "Marengo". Reb. GCU 1857.	Sc. 6-27-35
8 K-4	0-6-0 Schen	1891 3532	Reb. or sc. ab. 1873	
9 "Relief"	Norris	1852	Sold Emhurst-Chgo. Stone Co. 3-24-26	Sc. 5-20-91
9 K-I	0-4-0 CNW	1884	GCU #9 "Minnesota". Reb. GCU 1864.	Sc. 3-24-26
9 L	4-6-2 Schen	1910 47891	Reb. or sc. ab. 1884	
10 "Iowa"	Norris	1852	GCU #10 "Iowa". Reb. to 2-4-0 tank 1865.	Sc. 4-29-35
10 M-1	0-4-0 CNW	1874	Reb. or sc. ab. 1874	
10 A	4-4-0 Schen	1895 4381		Sold 12- 1-93
11 K-I	0-4-0 CNW	1876	GCU #11 "Kishwaukee". Reb. GCU 1862.	Sc. 2-23-29
11 M-1	0-6-0 Rd Is	1905 38066	Reb. or sc. ab. 1876	
12 "Shawbeeny"	Schen	1852 20	Sold Reinert Bros. Clintonville, Ill., 3- 8-06	
12 R	4-6-0 Schen	1899 5249		Sc. 3-12-30
13 "Waubonsey"	Norris	1852	GCU #12 "Shawbeeny". Reb. GCU 1861.	
13 D-12	4-6-0 Bald	1888 9491	Reb. to Class L-1 4-4-0 1879.	Sc. 12- .99
14 "Ariel"	Low	1853 112	Changed to 41, 9-30-88.	Sc. 4- 9-30
14 M-1	0-4-0 CNW	1874	Reb. to class D-12a, 3-18-97.	Sc. 10-27-89
14 R	4-6-0 Schen	1897 4602	Sold Lost Creek Ry. Co., Oskaloosa, Ia., 6-14-96	Sold 2- 6-26
15 "Cloud"	Low	1853 111	GCU #14 "Ariel". Reb. or sc. ab. 1874	Sc. 5-15-37
15 B-2	4-4-0 CNW	1875	Sold	Sc. ab. 1875
15 M-1	0-6-0 Rd Is	1906 39268	GCU #15 "Cloud". Rebuilt 1899.	Sc. 1- 6-08

16 "Du Page"	Rog	1853	403	GCU #16 "Du Page", 4-4-0. Reb. GCU 1862. Reb. 1882 (U-1). Changed to X-16, 6-98; 242, 8-13-98; X-242, 12-99. Sc. 6- -00
16 R	4-6-0 Schen	1898	4829	
17 "Thunder"	Rog	1853	406	GCU #17 "Whirling Thunder". Reb. GCU 1862. Rebuilt 1884 (T-2). Sc. 12- 1-93 Sc. 10-13-28
17 A	4-4-0 Schen	1895	4382	
18 "De Kalb"	Schen	1853		GCU #18 "De Kalb". Reb. or sc. ab. 1879 Sold 2- 3-08
18 B-1	4-4-0 CNW	1879		
18 R-1	4-6-0 Bald	1907	31547	
19 "Des Plaines"	Schen	1853		GCU #19 "Des Plaines". Reb. or sc. ab. 1882 Reb. to class A-5, 5-02. Sc. 11-16-26
19 A-1	4-4-0 CNW	1882		GCU #20 "Kehotaw". Rebuilt 1866. Reb. or sc. ab. 1872
20 "Kepotah"	Schen	1853		Sc. 3-20-99 Sc. 12- 6-28
20 P-1	4-4-0 CNW	1872		GCU #21 "Enterprise". Rebuilt to tank 1865. Reb. or sc. ab. 1881
20 M	0-6-0 Schen	1899	5047	Chgd. to A-21, 12-6-09. Converted to Shop Tfr. #9, 11-11. Sc. 10- -21
21 "Enterprise"	Chgo	1853		Sc. 5-15-35
21 K-1	0-4-0 CNW	1881		GCU #22 "Wabashaw". Rebuilt 1866. Reb. or sc. ab. 1873
21 M-1	0-6-0 Schen	1909	46696	Sc. 3-20-99
22 "Wabashaw"	Schen	1853		GCU #23 "Black Hawk" 4-4-0 Reb. or sc. ab. 1872 Sc. 10- 1-89
22 P-1	4-4-0 CNW	1873		Sc. 4-19-21
22 M	0-6-0 Schen	1899	5048	GCU #24 "Falcon". Rebuilt 1867. Reb. or sc. ab. 1880
23 "Camilla"	GCU	1854		Rebuilt to H-4, 4-30-98. Sc. 12- 9-04
23 P-4	4-4-0 CNW	1872		Original #628. Chgd. FEMV 97, 11-97. Chgd. 1297, 3-03; Chgd. 24, 1-05. Sc. 6- 9-26
23 D-12	4-6-0 Bald	1889	10352	GCU #25 "Beloit". Reb. or sc. ab. 1884 Sc. 3- -12
24 "Falcon"	Chgo	1854		GCU #26 "Kansas". Reb. GCU 1860. Reb. or sc. ab. 1881
24 H-1	4-4-0 CNW	1880		Sc. 12-14-28
24 C-3	4-4-0 Schen	1886	2072	GCU #27 "Geneva". Reb. or sc. ab. 1881
25 "Beloit"	Schen	1854		Reb. to class A-5, 2-00. Sc. 2- 4-26
25 A-3	4-4-0 CNW	1884		GCU #28 "Dixon". Reb. or sc. ab. 1882 Sc. 3- 7-02
26 "W. S. Pope"	Chgo	1854		Sc. 2-27-29
26 K	0-6-0 Rd Is	1902	25377	GCU #29 "W. McQueen". Reb. or sc. ab. 1878 Chgd. A-29, 9-19-07. Sc. 1-22-08
29 "W. A. Booth"	McQu	1854		GCU #30 "John Ebbert". Reb. or sc. ab. 1878 Sc. 8- 7-06
29 B-1	4-4-0 CNW	1878		Sc. 3- 30-29
29 R-1	4-6-0 Bald	1907	31548	GCU #31 "Oregon". Rebuilt 1867. Reb. or sc. ab. 1877
30 "Gen. Grant"	McQu	1854		Sc. 5- -98
30 B-1	4-4-0 CNW	1878		GCU #32 "Sterling". Reb. or sc. ab. 1877 Sc. 3- -98
30 M-1	0-6-0 Rd Is	1906	39269	Sc. 5-10-35
31 "Mars"	McQu	1854		GCU #33 "W. H. Brown". Reb. GCU 1860. Reb. or sc. ab. 1884
31 C-1	4-4-0 CNW	1877		Chgd. A-33, 3-21-10.
31 M	0-6-0 Schen	1898	4744	Converted to Shop Tfr. #1, 11-11. Sc. 7- 2-27
32 "Sterling"	McQu	1854		
32 C-1	4-4-0 CNW	1877		
32 M	0-6-0 Schen	1898	4745	
33 "W. H. Ferry"	Chgo	1854		
33 K-1	0-4-0 CNW	1884		

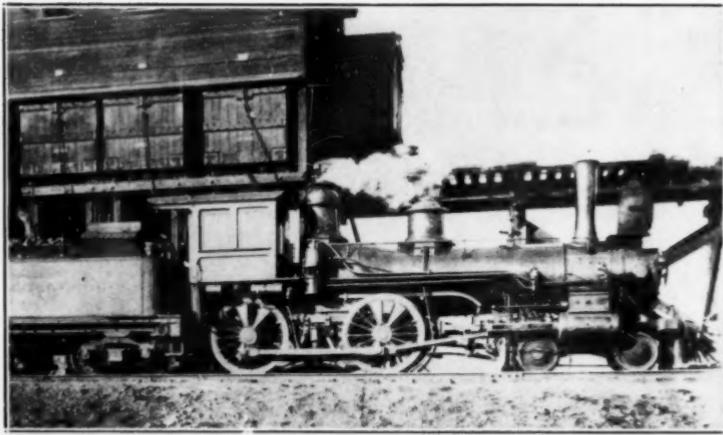
33 L	4-6-2	Schen	1910	47892	Sc. 5-14-35
34 "Thos. Dyer"		Chgo	1854		GCU #34 "Thomas Dyer". Reb. GCU 1861.
					Rebuilt 1880 (U-1). Sc. 6-10-99
34 R	4-6-0	Schen	1899	5223	Rebuilt 8-24. Sc. 5- 1-37
35 "Fulton"		Schen	1854		GCU #35 "Fulton". Reb. GCU 1864.
					Reb. or sc. ab. 1877
35 B-2	4-4-0	CNW	1877		Sc. 5- -06
35 M-1	0-6-0	Rd Is	1906	39270	Sc. 3-23-29
36 "Nebraska"		Rog	1854	518	GCU #36 "Nebraska". Reb. GCU 1863.
					Sc. 1884
36 A-3	4-4-0	CNW	1884		Sc. 4- -13
37 "Burgess"		Rog	1854	527	GCU #37 "W. S. Hudson". Reb. GCU 1863.
					Reb. or sc. ab. 1872
37 U-3	4-4-0	CNW	1872		Sold 7- 8-03
37 K	0-6-0	Rd Is	1902	26522	Converted to Shop Tfr. #22, 6-27-28.
38 "Mercury"		Rog	1854	540	GCU #38 "Hercules". Reb. 1867. See Note "A".
					Sold 1-28-08
38 B-1	4-4-0	CNW	1879		
38 R-1	4-6-0	Bald	1907	31549	
39 "Benj. Nathan"		Rog	1854	538	GCU #39 "Samson" 4-4-0. Chgd. CNW "Apollo" 1864. Rebuilt and chgd. to "Benj. Nathan" 1868 (J-3).
					Sc. 6- -98
39 M	0-6-0	Schen	1898	4746	GCU #40 "Achilles". Reb. 1867, 1880 (L-1).
40 "Achilles"		Rog	1854	539	Sc. 12- -99
					Sc. 7- 9-31
40 R	4-6-0	Schen	1899	5247	GCU #41 "Winnebago". Reb. 1878 (C-1).
41 "Medea"		Schen	1855		Sc. 9-30-88
					Sc. 10-27-89
41 "Waubonsee"		Norris	1852		GCU #13 "Waubonsee". Chgd. to CNW 13, 1864. Changed to #41, 9-30-88.
					Sc. 3-17-20
41 D-12	4-6-0	Bald	1889	10353	GCU #42 "Como". Rebuilt GCU 1859. Unknown
42 "Como"		Chgo	1855		Changed to WSP 6, 9-5-87; WSP 12, 10-1-88.
42 Q-2	4-4-0	Rog	1865		Sc. 1-15-89
					Sc. 2-19-20
42 C-4	4-4-0	Schen	1887	2428	GCU #43 "Sauganash". Reb. 1877 (C-1).
43 "Sauganash"		Schen	1855		Sc. 3-31-99
					Sc. 7-17-31
43 M	0-6-0	Schen	1899	5049	GCU #44 "No. 1". Rebuilt 1865. See Note "A"
44 "Vesta"		Rog	1855	594	Changed to A-44, 9-9-07. Sc. 11-15-07
44 B-1	4-4-0	CNW	1879		GCU #45 "Clinton". Reb. or sc. ab. 1879
44 R-1	4-6-0	Bald	1907	31559	Rebuilt to class B-4, 10-03. Sold 12-31-25
45 "Clinton"		Schen	1855		GCU #46 "Lyons" 4-4-0. Reb. 1864, 1877 (U-3 or U-4).
45 B-1	4-4-0	CNW	1879		Sc. 4- -00
46 "Lyons"		Schen	1855		
					Sc. 7-15-31
46 R	4-6-0	Schen	1900	5329	GCU #47 "Wayne". Reb. 1867, 1877 (C-1).
47 "Wayne"		Schen	1855		Sc. 6- -98
					Sc. 11-27-28
47 R	4-6-0	Schen	1898	4830	GCU #48 "Savannah". Reb. 1879 (C-1). X48, 5-16-99.
48 "Savannah"		Schen	1855		Sc. 1- -00
					Sc. 7-20-31
48 M	0-6-0	Schen	1899	5050	GCU "No. 2", changed to GCU #49 "Franklin".
49 "Franklin"		Rog	1855	610	Rebuilt 1867 (Q-1). Sc. 10-26-89
					Sc. 5- 7-19
49 D-12	4-6-0	Bald	1889	10354	GCU #50 "Pecatonica". Reb. or sc. ab. 1882
50 "Pecatonica"		Schen	1855		Sc. 4-14-06
50 H-1	4-4-0	CNW	1882		GCU #51 "Grey Hawk" 4-4-0. Reb. 1875 (P-1).
50 R-1	4-6-0	Bald	1907	31560	Sc. 12- -96
51 "Grey Hawk"		GCU	1855		Sc. 6-26-31
					Sc. 10- 2-88
51 R	4-6-0	Schen	1897	4603	
52 "Nevada"		Manch	1856	25	

52 D-12	4-6-0	Bald	1888	9493	Sc. 2-21-21
53 "Nachusetts"		Schen	1856	GCU #54 "Nachusetts".	Reb. or sc. ab. 1882
53 A-1	4-4-0	CNW	1882	Rebuilt to class A-5, 1-98.	Sc. 10-28-26
54 "Afton"		Schen	1856	GCU #55 "Afton".	Rebuilt 1865. Sc. 5- 4-87
54 C-3	4-4-0	Schen	1887	Rebuilt to class C-5, 11-21.	Sc. 7-16-21
55 "Diana"		Schen	1857	GCU #56 "Madison".	Rebuilt 1867. Sc. 6-16-86
55 C-3	4-4-0	Schen	1886	Changed to FEMV 93, 10-97; 1293, 5-03.	Rebuilt to class C-5, 4-23. Sc. 10-29-28
55 R	4-6-0	Schen	1897	GCU #57 "Fox River".	Rebuilt 1867. Sc. 7- 6-31
56 "Fox River"		Chgo -	1856	Reb. or sc. ab. 1883	Sc. 4-20-11
56 B-I	4-4-0	CNW	1883	Changed to A-56, 11-28-10.	Sc. 5- 4-87
56 E-I		Schen	1910	Rebuilt 1872.	Sc. 11-26-19
57 "Dr. Williams"		Amosk	1857	GCU #58 "Freeport".	Rebuilt 1870. Sc. 11- 9-86
57 C-3	4-4-0	Schen	1887	Sold 11-30-25	GCU #59 "Caledonia".
58 "Freeport"		Schen	1857	Rebuilt 1880 (C-1).	Sold 5-16-00
58 K-3	0-6-0	Schen	1886	GCU #60 "Roscoe".	Rebuilt GCU 1862. Reb. or sc. ab. 1878
59 "Lucifer"		Schen	1857	Rebuilt 1879 (C-1).	Sc. 4- 4-99
59 R	4-6-0	Schen	1899	Probably originally G&CU.	Sc. 6-17-35
60 "Roscoe"		Schen	1858	4-4-0 type.	Sc. 12- 3-28
60 M	0-6-0	Schen	1899	Changed to A-62, 9-30-07.	Reb. or sc. ab. 1878
61 "Richmond"		Niles	1898	Sc. 2- 4-08	
61 B-I	4-4-0	CNW	1878	Probably originally G&CU.	Reb. or sc. ab. 1881
61 R-I	4-6-0	Bald	1907	Chgd. to A-63, 12-6-09.	Converted to Shop Tfr. Sc. 8-12-07
62 "Elkhorn"		Niles	1858	#6, 11-11.	Sc. 8- 1-15
62 B-I	4-4-0	CNW	1878	2 drivers.	Reb. or sc. ab. 1880
62 R-I	4-6-0	Bald	1907	Rebuilt 1880 (H-3).	Sc. 11- -04
63 "Galena"		Norris	1850	Orig. FEMV 208.	Sc. 4-23-27
63 K-I	0-4-0	CNW	1881	Changed to 1298, 6-03; 64, 1-05.	Sc. 6- 5-87
63 K-I	0-4-0	CNW	1881	Rebuilt to class C-5, 2-23.	Sc. 2- 6-29
63 M-I	0-6-0	Schen	1909	Reb. or sc. ab. 1883	Reb. or sc. ab. 1880
64 "Vampire"		Mason	1858	Sc. 10-14-21	
64 G	4-8-0	NG Schen	1891	Changed to WSP 5, 8-9-87; 893, 3-3-00.	Sc. 9- 8-05
65 "Chamois"		Taun	1861	Reb. or sc. ab. 1882	
65 C-3	4-4-0	Schen	1887	Sold 10-22-09	
66 "Gazelle"		Taun	1861	Sc. 10-14-21	
66 B-I	4-4-0	CNW	1883	Rebuilt to tank 1865.	Reb. or sc. ab. 1879
66 E-I	4-6-2	Schen	1910	Sc. 2- 6-29	
67 "Bison"		Manch	1856	Sc. 10-14-10	
67 B-I	4-4-0	C&NW	1880	Reb. or sc. ab. 1880	
67 C-4	4-4-0	Schen	1887	Sc. 7- -05	
68 "Phoenix"		Hink	1856	Changed to WSP 5, 8-9-87; 893, 3-3-00.	
68 K-I	0-4-0	C&NW	1879	Reb. or sc. ab. 1882	
68 M-I	0-6-0	Rd Is	1905	Sc. ab. 1882	
69 "Comet"		Camb	1852	Reb. or sc. ab. 1882	
69 K-I	0-4-0	C&NW	1882	Sold 7- -05	
69 M-I	0-6-0	Rd Is	1906	Rebuilt 1865.	
70 "Hawkeye"		Hink	1857	Reb. or sc. ab. 1882	
70 B-I	4-4-0	C&NW	1882	Changed to A-70, 11-10.	
70 E-I	4-6-2	Schen	1910	Sc. 2-20-11	
71 "Meteo"		Hink	1857	Rebuilt 1865.	
71 A-3	4-4-0	C&NW	1884	Sc. ab. 1884	
71 D-12	4-6-0	Bald	1888	Changed to WSP 3, 10-1-88; 891, 6-28-01.	
72 "Panther"		Hink	1858	Sc. 11- 2-12	
72 K-I	0-4-0	C&NW	1876	Sc. 1-18-23	
				Reb. or sc. ab. 1876	
				Sc. 7-8-05	

-21  
82  
26  
87  
21  
86  
ilt  
28  
31  
  
83  
11  
  
87  
19  
86  
25  
  
00  
35  
ilt  
99  
28  
78  
07  
  
78  
08  
  
31  
r.  
15  
  
04  
  
27  
87  
29  
33  
0  
  
00  
  
0  
1  
9  
5  
  
2  
5  
  
2  
1  
  
4  
  
2  
3  
5  
6



C. & N. W. #274, class A-4, a fine example of Mr. Tilton's workmanship.



C. & N. W. #325, class B-1, another "Tilton" engine.

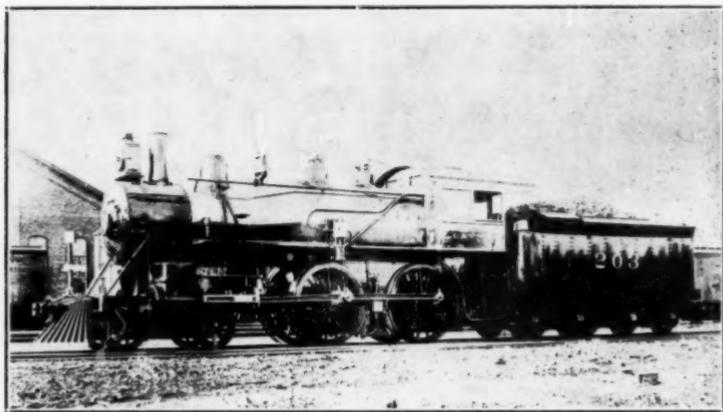
72 M-1	0-6-0	Rd Is	1905	38055-	Sc. 4- 9-35
73 "Antelope"		Taun	1859	270	Sc. ab. 1885
73 C-3	4-4-0	Schen	1885	2021	Sold 6- 9-26
74 "Winnebago"		Hink	1852	371	RRVU "Winnebago". Originally 6 foot gauge, rebuilt and changed to standard gauge 1856.
					Reb. or sc. ab. 1870
74 "Winnebago"	C&NW		1870		Class M-2, 0-4-0. Sc. 1- .97
74 R	4-6-0	Schen	1897	4604	Sc. 6-22-35
75 "S. J. Tilden"		Hink	1855	561	CSPFL "Woodstock". Reb. 1863, 1880 (H-3). Sc. 11- .05
75 M-1	0-6-0	Rd Is	1906	39259	Converted to Shop Tfr. #26, 8-30-37.
76 "Butler"		Hink	1855	560	CSPFL "Chas. Butler". 4-4-0 type. Reb. 1863. Sc. ab. 1881
76 H-I	4-4-0	C&NW	1881		Sc. 4-13-05
76 R-I	4-6-0	Schen	1905	30299	CSPFL "St. Paul" 4-4-0. Rebuilt 1880 (L-1).
77 "St. Paul"		Hink	1855	569	Changed to X-77, 6-21-98. Sc. 9- .98
77 R	4-6-0	Schen	1898	4831	Rebuilt 9-26.
78 "Perry H. Smith"		Hink	1855	564	CSPFL "S. Gurnee" 4-4-0. Rebuilt 1869; 1875 (H-2). Sc. 3-20-99
78 R	4-6-0	Schen	1899	5224	Sc. 4-17-35
79 "Wm.B.Ogden"		Hink	1855	572	CSPFL "Wm. B. Ogden" 4-4-0. Reb. 1875 (L-2). Sc. 4- .98
79 M	0-6-0	Schen	1898	4747	CSPFL "Madison" 4-4-0. Rebuilt 1877 (L-1). Sc. 4-30-31
80 "Madison"		Hink	1855	577	Sc. 3- .98
80 M	0-6-0	Schen	1898	4692	CSPFL "Janesville" 4-4-0. Rebuilt 1877 (L-1). Sc. 4-17-28
81 "Janesville"		Hink	1855	585	Changed to X-81, 6-23-98. Sc. 5- .99
81 R	4-6-0	Schen	1898	4832	CSPFL "N. K. Wheeler" 4-4-0. Reb. 1875 (L-2). Sc. 12-26-28
82 "N.K.Wheeler"		Hink	1856	592	Sc. 3-28-00
82 R	4-6-0	Schen	1900	5330	Rebuilt 10-26.
83 "Fond du Lac"		Hink	1856	597	CSPFL "Fond du Lac" 4-4-0. Rebuilt 1878 (L-1). Sc. 9- .98
83 R	4-6-0	Schen	1898	4833	Changed to X-83, 6-30-98. Sc. 11-30-28
84 "St. Anthony"		Hink	1856	598	CSPFL "St. Anthony". Rebuilt 1876 (L-1). Sc. 7- .98
84 R	4-6-0	Schen	1898	4834	CSPFL "Marquette" 4-4-0. Rebuilt 1880 (L-1). Sc. 11-30-28
85 "Marquette"		Hink	1856	603	Changed to X-85, 6-29-98. Sc. 12- .98
85 R	4-6-0	Schen	1898	4835	CSPFL "Ontonagon" 4-4-0. Rebuilt 1878 (L-1). Sc. 5- 6-35
86 "Ontonagon"		Hink	1856	602	Changed to X-86, 6-29-98. Sc. 9- .98
86 R	4-6-0	Schen	1898	4836	Rebuilt 6-26.
87 "St. Peter"		Hink	1856	608	CSPFL "St. Peter" 4-4-0. Rebuilt 1875 (L-1). Sc. 9- .98
87 R	4-6-0	Schen	1898	4837	Changed to X-87, 7-1-98. Sc. 4-24-37
88 "St. Croix"		Hink	1856	611	CSPFL "St. Croix" 4-4-0. Rebuilt 1880 (L-1). Sc. 9- .98
88 R	4-6-0	Schen	1898	4838	Changed to X-88, 7-1-98. Sc. 4- 7-28
89 "Watertown"		Hink	1856	613	CSPFL "Horicon" 4-4-0. Rebuilt 1879 (L-1). Sc. 10- .98
89 R	4-6-0	Schen	1898	4839	Changed to X-89, 9-98. Sc. 6-10-37
90 "Chester"		Hink	1857	614	CSPFL "Kishwaukee" 4-4-0. Rebuilt 1879 (L-1). Sc. 2-19-98
90 R	4-6-0	Schen	1897	4610	Orig. 907. Changed to 90, 2-24-98. Sc. 3-24-27
91 "Vulcan"		Hink	1857		Reb. or sc. ab. 1875
91 M-1	0-4-0	C&NW	1875		Sold 8- 1-94
91 A	4-4-0	Schen	1895	4383	Sc. 2-12-29

92 "Henry Smith"	Hink	1857	Rebuilt 1876 (L-2).	Sc. 6- -98	114 K	
92 M	0-6-0 Schen	1898	4748	Rebuilt 1877 (L-1).	Sc. 6- -98	
93 "Jefferson"	Hink	1858		Reb. or sc. ab. 1882	115 "	
93 M	0-6-0 Schen	1898	4749	Sold 12-31-10	115 M	
94 "Oshkosh"	Rog	1858		Disposition unknown	116 "	
94 B-1	4-4-0 C&NW	1882		Sc. 5- 3-90	116 S	
94 E-1	4-6-2 Schen	1910	49023	Sc. 5-19-22	117 E	
95 "Black Hawk"	Rog	1858	Changed to 645, 9-10-87.	Sc. 3- -98	117 "	
95 Q-1	4-4-0 C&NW	1867		Sc. 7-21-31	118 "	
95 C-4	4-4-0 Schen	1887	2430	Reb. or sc. ab. 1882	118	
96 "Bayard"	S& J.	1859	Rebuilt 1884 (L-3).	Sc. 4-22-09	118	
96 M	0-6-0 Schen	1898	4750		119	
97 "O. D. Ashley"	Law.MS	1859		Sc. 6- 5-87	119	
97 H-1	4-4-0 C&NW	1882		Sc. 9-30-27	120	
97 M-1	0-6-0 Schen	1909	45751	Sc. 9-22-92	120	
98 "Rockford"	Law.MS	1859		Sc. 11-13-28	120	
98 C-3	4-4-0 Schen	1887	2306	Disposition unknown	121	
99 "Illinois"	Rog	1860	Rebuilt to class C-5, 3-30-17.	Sc. 7-18-14	121	
99 C-6	4-4-0 Schen	1893	4074	Reb. or sc. ab. 1875	121	
100 "Chicago"	Rog	1860	4-4-0 type. Rebuilt 1878 (Q-1).	Sold 3- 1-94	122	
100 A-3	4-4-0 C&NW	1884		Sc. 7-11-31	122	
100 D-9	0-4-0 NG	1915	1543	Reb. or sc. ab. 1876	123	
101 "Fox"	Bald	1840	3' gauge, tie treating plant, Riverton, Wyo.	Sold 6- -05	123	
101 M-1	0-4-0 C&NW	1875	6 drivers.	Sc. 5-10-37	123	
101 A	4-4-0 Schen	1895	4384	Rebuilt 1864.	Sc. 9- 9-87	123
102 "Wolf"	Bald	1840	Rebuilt 11-26.	Sc. 10-29-21	123	
102 K-1	0-4-0 C&NW	1876	6 drivers.	Rebuilt 1876 (L-1). Chgd. to X-104, 8-98.	123	
102 M-1	0-6-0 Rd Is	1905	38056	Sc. 10- -98	123	
103 "Gladiator"	Lath ✓	1856	Changed to piston valves 9-4-14.	Sc. 2-11-29	123	
103 C-4	4-4-0 Schen	1887	2429	Rebuilt 1864.	Sc. 10-29-21	123
104 "Harvard"	Hink	1857		Rebuilt 1877 (L-1). Chgd. to X-105, 9-6-98.	123	
104 R	4-6-0 Schen	1898	4840	Sc. 10- -98	123	
105 "Clinton"	Hink	1857		Sc. 12-21-28	123	
105 R	4-6-0 Schen	1898	4841	Probably changed to WSP 31, 1882.	123	
106 "Wisconsin"	Rog	1860	968	Rebuilt to class A-5, 1899.	Sc. 2- 4-26	
106 A-1	4-4-0 C&NW	1882		Rebuilt 1882 (Q-1).	Sc. 10- -95	
107 "Minnesota"	Rog	1860	993		Sc. 7-21-31	
107 M	0-6-0 Schen	1896	4414		Sc. 6-30-86	
108 "Superior"	Rog	1861	999	Rebuilt to class C-5, 11-30-17.	Sc. 2-13-29	
108 C-3	4-4-0 Schen	1886	2089	Probably changed to WSP 32, 1882.	123	
109 "St. Lawrence"	Rog	1861	1000	Rebuilt to class A-5, 1-01.	Sold 5-10-25	
109 A-1	4-4-0 C&NW	1882		2-4-0 type, inspection engine.	Sc. 11- 4-86	
110 "Minnie"	C&NW	1863			Sc. 11-16-14	
110 C-3	4-4-0 Schen	1886	2201	Reb. or sc. ab. 1882	123	
111 "Monitor"	Hink	1863		Sold 12-31-10	123	
111 K-1	0-4-0 C&NW	1882		Sc. 5- 9-35	123	
111 L	4-6-2 Schen	1910	47893	4-4-0 type.	Sc. 10-26-89	
112 "Neenah"	Hink	1863			Sc. 3- 7-23	
112 D-12	4-6-0 Bald	1889	10357	4-4-0 type. Rebuilt 1879 (N-3).	Sc. 5-24-90	
113 "Menasha"	Hink	1863		Changed to WSP 54, 8-20-98; 1054, 2-12-00.	Sc. 10-24-22	
113 S-3	4-6-0 Schen	1891	3503		Sc. 12-31-28	
113 Q	4-6-0 Schen	1898	4844	Changed to FEMV 25, 5-01; 1185, 4-03.	Sc. 12-31-28	
113 A-3	4-4-0 C&NW	1885		Orig. WSP 29. Changed to 1029, 8-25-00; 113, 8-13-01. Sold and chgd. to Macoupin County RR. #1, 1904.	Sc. 8-25-09	
113 D	4-4-2 Schen	1904	29705	4-4-0 type.	Reb. or sc. ab. 1881	
114 "Dictator"	Hink	1863				

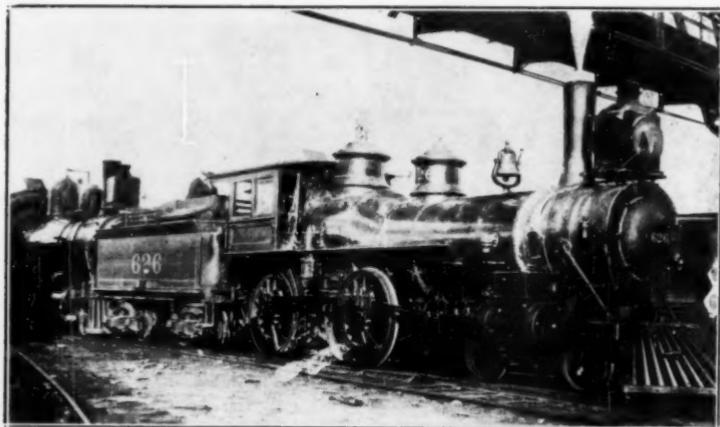
-98	114 K-I	0-4-0 C&NW	1881	Chgd. to A-114, 12-6-09. Converted to Shop Tfr. #3, 11-11.	Sc. 12- -23
-98	114 M-1	0-6-0 Schen	1909 46698	6 drivers.	Reb. or sc. ab. 1876 Sold 7-20-05
1882	115 "Badger"	Bald	1863		Sc. 5-25-35
1-10	115 K-I	0-4-0 C&NW	1876		Sc. 5-16-90
own	115 M-1	0-6-0 Rd ls	1905 38068		Sc. 6-15-16
-90	116 "Champion"	C&NW	1863	4-4-0 type (J-4).	Reb. or sc. ab. 1883 Sc. ab. 1910
-22	116 S-2	4-6-0 Schen	1890 3294		
-98	117 "Juneau"	S.& J.	1865		Reb. or sc. ab. 1875 Sold 3- -06
-31	117 B-I	4-4-0 C&NW	1883		Sc. 7-19-35
882	117 E-I	4-6-2 Schen	1910 49024		Sc. 6-26-86
-09	118 "Spitfire"	Norris	1864		Sc. 2- 8-29
87	118 K-I	0-4-0 C&NW	1875	Rebuilt to class C-5, 5-19-16.	Reb. or sc. ab. 1882 Sc. 3- 6-11
27	118 M-1	0-6-0 Rd ls	1905 38069		
92	119 "Silver Lake"	Norris	1864		
28	119 C-3	4-4-0 Schen	1886 2090	Changed to A-121, 9-10.	Reb. or sc. ab. 1882 Sc. 1-21-11
1	120 "Woodstock"	S.& J.	1864		Sc. 6-15-35
4	120 B-I	4-4-0 C&NW	1882		Reb. or sc. ab. 1884 Sc. 4- -06
14	120 E-I	4-6-2 Schen	1910 49025		
5	121 "Genoa"	Norris	1864		Reb. or sc. ab. 1883 Sc. 10-28-10
6	121 K-I	0-4-0 C&NW	1882		
7	121 L	4-6-2 Schen	1910 47894	Rebuilt 11-27.	Reb. or sc. ab. 1874 Sold Duluth & Win- nipeg Ry. 7-7-98
122 "Oregon"	S.& J.	1864			
122 H-I	4-4-0 C&NW	1884			
122 R-I	4-6-0 Bald	1907 31585			
123 "Caledonia"	S.& J.	1864			
123 B-I	4-4-0 C&NW	1883			
123 E-I	4-6-2 Schen	1910 49026	Rebuilt 11-27.	Reb. or sc. ab. 1874 Sold Duluth & Win- nipeg Ry. 7-7-98	
124 M-1	0-4-0 C&NW	1874			
124 M	0-6-0 Schen	1898 4751			
125 "Pluto"	Bald	1864 1258	4-6-0 type. Rebuilt 2-88 (D-I).	Sc. 1- -09	
125 D	4-4-2 Schen	1908 45697			
126 "Hecla"	Bald	1864 1276	4-6-0 type. Rebuilt 3-87 (D-I).	Chgd. A-126, Sc. 10- 6-10	
126 D	4-4-2 Schen	1908 45698			
127 "Vesuvius"	Bald	1864 1290	4-6-0 type. Rebuilt 1-88 (D-I).	Chgd. A-127, Sc. 12-22-10	
127 D	4-4-2 Schen	1908 45699			
128 "Etna"	Bald	1864 1294	4-6-0 type. Rebuilt 8-87 (D-I).	Chgd. A-128, Sc. 2-11-11	
128 D	4-4-2 Schen	1908 45700			
129 "Ceres"	J. C.	1864	Rebuilt 3-28.	Reb. or sc. ab. 1882 Sc. 10-14-10	
129 B-I	4-4-0 C&NW	1882	4-4-0 type (U-2).	Sc. 8-24-37	
129 E-I	4-6-2 Schen	1910 49027	Orig. 400. Chgd. to 130, 11-16-93.	Sc. 7- 8-93	
130 A-I	"Pomona"	J. C.	1864	Rebuilt to class A-5, 2-99.	Rebuilt to Sc. 2- 1-27
130 A-I	4-4-0 C&NW	1881	Rebuilt 1881 (U-2). 4-4-0 type.	Sc. 5-16-00 Sc. 6-22-35	
131 "Norman"	J. C.	1864			
131 R	4-6-0 Schen	1900 5331	4-4-0 type. Probably changed to WSP 33, 1882	Sc. 6-22-35	
132 "Saxon"	J. C.	1864	Rebuilt to class A-5, 12-98.	Sold 2- 6-26	
132 A-I	4-4-0 C&NW	1882		Reb. or sc. ab. 1882	
133 "Kearsarge"	C&NW	1864	Rebuilt to class A-5, 8-03.	Sc. 12-21-26	
133 A-I	4-4-0 C&NW	1882	Rebuilt 1868.	Reb. or sc. ab. 1879	
134 "Hercules"	H.&M.	1864			
134 K-I	0-4-0 C&NW	1879			
134 M-1	0-6-0 Rd ls	1905 38070	4-4-0 type (N-1).	Sold 6- -05 Sc. 3-11-29	
135 "McGregor"	Hink	1864		Sc. 11- 2-89	
135 D-12	4-6-0 Bald	1889 10356	4-4-0 type (N-1).	Sc. 11- 5-19	
136 "Winona"	Hink	1864	Changed to X-136, 11-28-91.	Sc. 1-22-93	

136 S-4	4-6-0	Schen	1891	3562		Sc. 10-22-26
137 "Escanaba"		Hink	1864		4-4-0 type (N-1).	Sc. 10-13-90
137 S-2	4-6-0	Schen	1890	3295	Rebuilt 10-22.	Sc. 7-22-31
138 "Michigan"		Hink	1864		4-4-0 type (N-1).	Sc. 5-24-90
138 S-3	4-6-0	Schen	1891	3504	Changed to WSP 56, 9-98; 1056, 3-12-00.	Sc. 11-28-22
138 Q	4-6-0	Schen	1898	4845	Changed to FEMV 21, 5-01; 1181, 4-03.	Sc. 6- 1-27
138 B-4	4-4-0	C&NW	1878		Orig. WSP 30. Rebuilt to class A-3, 12-25-89.	Sc. 12-25-89
139 "Iron Cliff"		Hink	1864		Changed to 1030, 12-00; 138, 8-10-01.	Sc. 6-29-13
139 R	4-6-0	Schen	1898	4842	4-4-0 type (N-1).	Sc. 10- -98
140 "Portage"		Hink	1864		Rebuilt 1920.	Sc. 11-16-93
140 K-5	0-6-0	Schen	1893	4071	4-4-0 type (N-1). <i>COLLECTOR'S EXPO.</i>	Sold 5-10-25
141 "Delta"		Hink	1864		4-4-0 type (N-1).	Sc. 10- -98
141 R	4-6-0	Schen	1898	4843	4-4-0 type (N-1).	Sc. 6- 6-35
142 "Koshkonong"		Hink	1864		4-4-0 type (N-1).	Sc. 6-10-90
142 S-2	4-6-0	Schen	1890	3296	Rebuilt 5-21.	Sc. 11- -89
143 "Kaukauna"		Hink	1865		4-4-0 type (N-1).	Sc. 10-15-36
143 S-2	4-6-0	Schen	1890	3017	Rebuilt 10-21.	Sc. M. & S-W. #6, 3-21-90
144 "Mississippi"		Hink	1865		4-4-0 type (N-1). Sold and changed to S. Ste.	
144 S-2	4-6-0	Schen	1890	3297	M. & S-W. #6, 3-21-90	Sc. 11-15-16
145 "Maquoketa"		Hink	1865		4-4-0 type (N-1).	Sc. 10-11-88
145 D-12	4-6-0	Bald	1888	9496		Sc. 10-18-19
146 "Sassacus"		Hink	1865		4-4-0 type (N-1).	Reb. or sc. ab. 1879
146 K-1	0-4-0	C&NW	1879			Sc. 8- -05
146 M-1	0-6-0	Rd Is	1905	38071		
147 "Resolute"		Hink	1865		4-4-0 type (N-1).	Reb. or sc. ab. 1885
147 K-1	0-4-0	C&NW	1885		Changed to 0-147, 3-29-10.	Sc. ab. 1910
147 L	4-6-2	Schen	1910	47895		Sc. 4-29-35
148 "Peshtigo"		Hink	1865		4-4-0 type (N-1).	Sc. 2- -90
148 S-2	4-6-0	Schen	1890	3298		Sc. 6-30-25
149 "Itasca"		Hink	1865		4-4-0 type (N-1).	Sc. 10- 3-88
149 D-12	4-6-0	Bald	1888	9497		Sc. 6-18-19
150 "Negaunee"		Hink	1865		4-4-0 type (N-1).	Sc. 11- 2-89
150 D-12	4-6-0	Bald	1889	10366		Sc. 2- 3-23
151 "Jas.R.Young"		Manch	1864	47	Rebuilt 1877 (H-3). 4-4-0 type.	Sc. 10- 5-95
151 M	0-6-0	Schen	1896	4415		Sc. 3-10-30
152 "H. H. Boody"		Manch	1864	52	4-4-0 type. Rebuilt 1878 (H-3).	Sc. 6- -03
152 D	4-4-2	Schen	1904	29706		
153 "Appleton"		Norris	1860		Rebuilt 1868.	Sc. 9- 5-87
153 C-4	4-4-0	Schen	1887	2427		Sc. 1-18-23
154 "Bartholomew"		C&NW	1863		Rebuilt 1881 (J-1).	Sc. 10-14-99
154 R	4-6-0	Schen	1899	5225		Sc. 7-24-31
155 "Titan"		D. & C.	1863			Sc. 11- 9-86
155 C-3	4-4-0	Schen	1886	2202	Changed to FEMV 94, 11-97; 1294, 4-03. Rebuilt to class C-5, 4-23.	Sc. 2-16-29
155 R	4-6-0	Schen	1897	4630		Sc. 4-26-28
156 "Fury"		Rog	1863			Reb. or sc. ab. 1883
156 A-2	4-4-0	C&NW	1883			Sc. 7-10-13
157 "Ajax"		C&NW	1865			Reb. or sc. ab. 1879
157 B-1	4-4-0	C&NW	1879			Sc. 1- 3-08
157 M-1	0-6-0	Rd Is	1906	39271		
158 "Erebus"		Bald	1865	1295	4-6-0 type. Rebuilt 5-87 (D-1).	Sold 2- -09
158 D	4-4-2	Schen	1908	45701		
159 "Missouri"		C&NW	1865		4-4-0 type.	Reb. or sc. ab. 1879
159 B-1	4-4-0	C&NW	1879			Sc. 1-16-08
159 R-1	4-6-0	Bald	1907	31586	Rebuilt 3-26.	
160 "Colorado"		C&NW	1866		4-4-0 type (W-1).	Sc. 8-19-91
160 S-3	4-6-0	Schen	1891	3516	Changed to WSP 61, 8-22-98; 1061, 3-8-00.	Sc. 10-31-22

6  
0  
1  
0  
  
2  
  
7  
9.  
3  
8  
  
3  
5  
5  
0  
  
9  
6  
e.  
  
6  
8  
9  
9  
5  
  
5  
0  
5  
5  
8  
9  
9  
3  
5  
5  
0  
3  
  
7  
3  
9  
1  
6  
-  
9  
8  
3  
3  
9  
8  
  
9  
9  
8  
  
1  
  
2



C. & N. W. #203, class B, largest American type built for the road.



C. & N. W. #626, class C-3, one of the many Schenectady's—original design.

160 Q	4-6-0	Schen	1898	4846	Changed to FEMV 20, 5-01; 1180, 4-03.		
160 R-1	4-6-0	Schen	1901	6206	4-4-0 type.	Reb. or sc. ab. 1879	
161 "Montana"	C&NW		1866		Changed to A-161, 8-07.	Sc. 1- 3-08	
161 B-1	4-4-0	C&NW	1879		Rebuilt 6-26.		
161 R-1	4-6-0	Schen	1907	31587	4-4-0 type.	Reb. or sc. ab. 1879	
162 "Dacotah"	Hink		1866			Sc. 2- -06	
162 B-1	4-4-0	C&NW	1879			Sc. 3-30-29	
162 M-1	0-6-0	Rd Is	1906	39272			
163 "Idaho"	Hink		1866		4-4-0 type (N-1).	Sc. 12-16-89	
163 S-2	4-6-0	Schen	1890	3299	Rebuilt 1-21.	Sc. 10-24-36	
164 "Omaha"	Hink		1866		4-4-0 type.	Sc. 4-16-90	
164 S-2	4-6-0	Schen	1890	3018	Rebuilt 12-21.	Sc. 7-11-31	
165 "H.W.Blodgett"	Mason		1856	37	C&M. "Chicago". Reb. 1871 (P-3).	Sc. 6- 1-96	
165 R	4-6-0	Schen	1897	4605	GBM&C "C. K. Watkins". Rebuilt 1878 (H-3).	Sc. 6- 3-35	
166 "C.K.Watkins"	Rog		1856	711		Sc. 1- -06	
166 M-1	0-6-0	Rd Is	1906	39260			
167 "Waukegan"	Mason		1856	38	C&M "Waukegan". Rebuilt 1873 (P-3).	Sc. 6- 6-98	
167 M	0-6-0	Schen	1898	4752		Sc. 3- 1-30	
168 " Racine"	Rog		1855	587	GBM&C "Racine". Rebuilt 1878 (H-3).	Sc. 4- -01	
168 R-1	4-6-0	Schen	1901	5844			
169 "Glencoe"	Cuyah		1854		C&M "Glencoe". Rebuilt C&M 1860.	Reb. or sc. ab. 1872	
169 P-2	4-4-0	C&NW	1872			Sc. 6-29-99	
169 R	4-6-0	Schen	1899	5059		Sc. 4-18-35	
170 "Winetka"	Cuyah		1854		C&M "Winetka". Rebuilt C&M 1864.	Reb. or sc. ab. 1873	
170 P-2	4-4-0	C&NW	1873			Sc. 5-24-90	
170 S-3	4-6-0	Schen	1891	3517		Sc. 11-11-22	
171 "Rockland"	Cuyah		1854		C&M "Rockland". Rebuilt C&M 1861.	Reb. or sc. ab. 1873	
171 P-2	4-4-0	C&NW	1873			Sc. 6- -98	
171 M	0-6-0	Schen	1898	4753		Sc. 3-19-30	
172 "Evanston"	Cuyah		1854		C&M "Evanston". Rebuilt C&M 1865.	Reb. or sc. ab. 1873	
172 P-2	4-4-0	C&NW	1873			Rebuilt 1888, 6-30-97.	Sc. 5-14-09
172 R-1	4-6-0	Schen	1908	45726			
173 "Kenosha"	Rog		1854	590	GBM&C "Kenosha".	Reb. or sc. ab. 1882	
173 B-1	4-4-0	C&NW	1882			Sc. 3-26-10	
173 E-1	4-6-2	Schen	1910	49028			
174 "Lake Shore"	Menom		1853		C&M "Lake Shore".	Reb. or sc. ab. 1878	
174 B-1	4-4-0	C&NW	1878			Sold 3- -07	
174 M-1	0-6-0	Rd Is	1906	39273		Sc. 7-15-31	
175 "Milwaukee"	Rog		1854		C&M "Milwaukee".	Reb. or sc. ab. 1879	
175 B-1	4-4-0	C&NW	1879			Sc. 5-24-09	
175 R-1	4-6-0	Schen	1908	45727			
176 "Triumph"	C&M		1865		C&M "Triumph", tank loco.	Reb. or sc. ab. 1873	
176 M-1	0-4-0	C&NW	1873		Sold to Mattoon Mfg. Co., Sheboygan, 11-15-97		
176 M	0-6-0	Schen	1898	4693	Sold to Material Service Corp., Chicago, 4- 4-30		
177 "Wasp"	Rd Is		1867		0-4-0, class G-3. Sold and changed to Wis. &		
177 A	4-4-0	Schen	1895	4385	Mich. Ry. #6, 6-1-94	Sc. 10-10-28	
178 "Transfer"	Bald		1872	2747	0-6-0, class D-9. Possibly also named "Atlantic".	Sc. 4- -01	
178 R-1	4-6-0	Schen	1901	5845			
179 "Choctaw"	Bald		1872	2764	0-4-0, class D-8. Possibly also named "Pacific".	Sc. 2- -98	
179 M	0-6-0	Schen	1898	4694		Sc. 3-28-30	

180 "Yankton"	Bald	1872	2772	0-4-0, class D-8.	Possibly also named "Baltic".	208 "	
180 M	0-6-0	Schen	1896	4416	Sc. 10-14-95		
181 "Oneida"	Bald	1872	2807	0-4-0, class D-8.	Sc. 12-14-28	209 "	
181 R	4-6-0	Schen	1898	4776	Sc. 2- .99	209 E	
182 "California"	Hink	1866				210 E	
182 B-1	4-4-0	C&NW	1879			210 "	
182 R-1	4-6-0	Bald	1907	31588	Reb. or sc. ab. 1879	210 "	
183 "Pembina"	Hink	1866			Sc. 1-21-08	211 "	
183 A	4-4-0	Schen	1895	4386	Changed to A-182, 9-26-07.	211 "	
184 "Keweenaw"	C&NW	1866			Sc. 5- 1-94	211 E	
184 B-1	4-4-0	C&NW	1879		Sc. 4-20-35	212 "	
184 R-1	4-6-0	Bald	1907	31618	See Note "A"	212 "	
185 "Chippewa"	C&NW	1866			Sc. 8-21-07	213 "	
185 B-1	4-4-0	C&NW	1879		Sc. 7-19-37	213 A	
185 R-1	4-6-0	Bald	1907	31619	See Note "A"	214 "	
186 "Tecumseh"	Hink	1866			Sc. 1-29-08	214 E	
186 D-12	4-6-0	Bald	1888	9498	0-4-0 type.	215 "	
187 "Huron"	BMC	1866			Sc. 10- 4-88	215 E	
187 S-2	4-6-0	Schen	1890	3019	4-4-0, class R-1.	216 "	
188 "Erie"	BMC	1866			Sc. 7- 5-17	216 E	
188 A-1	4-4-0	C&NW	1882		4-4-0, class R-1.	216 "	
189 "Ontario"	BMC	1866			Sc. 4-23-90	217 "	
189 M	0-6-0	Schen	1896	4417	Rebuilt to class A-5, 8-98.	217 "	
190 "St. Clair"	BMC	1866			Sc. 11-30-25	217 E	
190 C-6	4-4-0	Schen	1893	4075	Reb. or sc. ab. 1882	218 "	
191 "Pocahontas"	Bald	1866	1522	4-4-0, class R-1.	Sold 9-20-24	218 E	
191 C-6	4-4-0	Schen	1893	4076	Sc. 10- 1-95	218 "	
192 "Metamora"	Bald	1866	1530		Sc. 7-20-31	218 E	
192 S-4	4-6-0	Schen	1891	3570	4-4-0, class R-1.	Sc. 2-14-93	219 "
193 "Osceola"	Bald	1866	1551		Rebuilt 8-01.	Sc. 2-23-27	219 E
193 S-4	4-6-0	Schen	1891	3571	0-4-0, class D-8.	Sc. 4-15-93	220 "
194 "Pawnee"	Bald	1866	1553		Rebuilt 12-99.	Sc. 2-23-27	220 E
194 D-12	4-6-0	Bald	1888	9499	0-4-0, class D-8.	Sold 10-31-25	221 "
195 "Seminole"	Bald	1867	1557		Sc. 11-13-90	221 E	
195 A	4-4-0	Schen	1895	4387	0-4-0, class D-8.	Sc. 7-30-37	222 "
196 "Milton"	Bald	1867	1560		Rebuilt 7-25.	Sc. 10- 5-88	222 E
196 B	4-4-0	Schen	1899	5019	4-4-0, class D-5.	Sc. 1-22-23	223 "
197 "Marshall"	Bald	1867	1561		0-4-0, class D-8.	Sc. 3-18-95	223 E
197 R	4-6-0	Schen	1899	5235	4-4-0, class D-5.	Sc. 10-28-35	224 "
198 "Boone"	Bald	1867	1562		Rebuilt 4-4-0, class D-5.	Sc. 5- 1-99	224 E
198 B	4-4-0	Schen	1899	5020	0-4-0, class D-5.	Sc. 4-30-31	225 "
199 "Carroll"	Bald	1867	1563		Rebuilt 7-25.	Sc. 3- .00	225 E
199 A	4-4-0	Schen	1898	4786	4-4-0, class D-5.	Sc. 4-10-28	226 "
200 "Denison"	Bald	1867	1564		Sc. 4-4-99	226 E	
200 B	4-4-0	Schen	1899	5021	4-4-0, class D-5.	Sc. 9-30-29	226 "
201 "Woodbine"	Bald	1867	1565		Sc. 5- 28-98	227 "	
201 R	4-6-0	Schen	1899	5236	4-4-0, class D-5.	Sc. 5- 3-27	227 E
202 "St. John"	Bald	1867	1566		Sc. 5- .99	228 "	
202 A	4-4-0	Schen	1899	4967	4-4-0, class D-5.	Sc. 4-30-31	228 E
203 "Platte"	Bald	1867	1567		Sc. 3- .00	228 E	
203 B	4-4-0	Schen	1899	5022	4-4-0, class D-5.	Sc. 2-11-29	229 "
204 "Kearney"	Bald	1867	1568		Sc. 12- .98	229 E	
204 R	4-6-0	Schen	1899	5237	4-4-0, class D-5.	Sc. 7-20-31	230 "
205 "Denver"	Bald	1867	1570		Sc. 3-11-99	230 E	
205 S-2	4-6-0	Schen	1890	3300	4-4-0, class D-5.	Sc. 7-14-31	231 "
206 "Crawford"	Bald	1867	1575		Sc. 11- .99	231 E	
206 R	4-6-0	Schen	1899	5238	4-4-0, class D-5.	Sc. 7-26-37	231 "
207 "Dane"	Bald	1867	1576		Sc. 7-13-90	232 "	
207 A	4-4-0	Schen	1899	4968	4-4-0, class D-5.	Sc. 1- .00	232 E
					Sc. 3-21-29	233 "	
					Sc. 6- .99	233 E	
					Sc. 5- 8-35	234 "	

208	"Monona"	Bald	1867	1579	4-4-0, class D-5.	Changed to X-208, 5-11-99.
						Sc. 6-15-99
208	B	4-4-0 Schen	1899	5023		Sc. 7- 7-31
209	"Mendota"	Bald	1867	1580	4-4-0, class D-5.	Changed to X-209, 11-99.
						Sc. 3- -00
209	R	4-6-0 Schen	1899	5226		Sc. 6-7-35
210	"Wingra"	Bald	1867	1586	4-4-0, class D-5.	Sc. 1- -00
210	R	4-6-0 Schen	1899	5239		Sc. 2-27-29
211	"Algonquin"	Bald	1867	1587	4-4-0, class D-5.	Sc. 4- -99
211	B	4-4-0 Schen	1899	5024		Sc. 3- 8-30
212	"Utah"	Bald	1867	1589	4-4-0, class D-5.	Sc. 6-10-99
212	M	0-6-0 Schen	1899	5052		Sc. 3-14-30
213	"Arizona"	Bald	1867	1590	4-4-0, class D-5.	Sc. 10- -98
213	A	4-4-0 Schen	1899	4969		Sc. 7-15-31
214	"Wyoming"	Bald	1867	1591	4-4-0, class D-5.	Sc. 4- -99
214	M	0-6-0 Schen	1899	5053		Sc. 7-30-31
215	"Washington"	Bald	1867	1593	4-4-0, class D-5.	Sc. 2- -99
215	C	4-4-0 Schen	1899	5066		Sc. 3-31-28
216	"Santa Fe"	Bald	1867	1594	4-4-0, class D-5.	Sc. 5- -99
216	C	4-4-0 Schen	1899	5067		Sc. 3- 4-29
217	"Columbia"	Bald	1867	1595	4-4-0, class D-5.	Sc. 2- -99
217	A	4-4-0 Schen	1899	4970		Sc. 7-10-31
218	"Sacramento"	Bald	1867	1596	4-4-0, class D-5.	Changed to X-218, 4-18-99.
						Sc. 8-26-99
218	C	4-4-0 Schen	1899	5068		Sc. 2-12-29
219	"Laramie"	Bald	1867	1597	4-4-0, class D-5.	Sc. 6-15-99
219	C	4-4-0 Schen	1899	5069		Sc. 7-19-31
220	"Benton"	Bald	1867	1598	4-4-0, class D-5.	Sc. 5- -99
220	C	4-4-0 Schen	1899	5070	Rebuilt 11-26.	Sc. 7-23-31
221	"Lander"	Bald	1867	1602	4-4-0, class D-5.	Sc. 3- -98
221	M	0-6-0 Schen	1898	4695		Sc. 7-22-31
222	"Carson"	Bald	1867	1603	4-4-0, class D-5.	Changed to X-222, 6-8-99.
						Sc. 8-26-99
222	M	0-6-0 Schen	1899	5054		
223	"Virginia"	Bald	1867	1604	4-4-0, class D-5.	Sc. 11- -99
223	R	4-6-0 Schen	1899	5240		Sc. 6-29-31
224	"San Francisco"	Bald	1867	1604	4-4-0, class D-5.	Sc. 1- -00
224	R	4-6-0 Schen	1899	5241		Sc. 7-17-31
225	"Kennebec"	Bald	1867	1606	4-4-0, class D-5.	Sold to Boone Valley Coal Ry., 6- 1-96
225	R	4-6-0 Schen	1897	4606		Sc. 12-10-28
226	"Merrimac"	Bald	1867	1607	4-4-0, class D-5.	Sc. 2- -99
226	M	0-6-0 Schen	1899	5055		Sc. 7-30-31
227	"Narraganset"	Bald	1867	1608	4-4-0, class D-5.	Sc. 7-10-99
227	R	4-6-0 Schen	1899	5227		Sc. 2-28-29
228	"Champlain"	Bald	1867	1610	4-4-0, class D-5.	Changed to X-228, 11-99.
						Sc. 3- -00
228	R	4-6-0 Schen	1899	5242		Sc. 5-10-37
229	"Hudson"	Bald	1867	1613	4-4-0, class D-5.	Sc. 6- -99
229	A	4-4-0 Schen	1899	4971		Sc. 3-13-30
230	"Mohawk"	Bald	1867	1615	4-4-0, class D-5.	Sold to Marinette, Tomahawk & Western Ry., 11-17-97
230	M	0-6-0 Schen	1898	4696		Sc. 5-16-35
231	"Niagara"	Bald	1867	1617	4-4-0, class D-5.	Sc. 10-20-99
231	R	4-6-0 Schen	1899	5243		Sc. 2-13-29
232	"Delaware"	Bald	1867	1618	4-4-0, class D-5.	Changed to X-232, 11-99.
						Sc. 1-10-00
232	R	4-6-0 Schen	1899	5228		Sc. 3-15-29
233	"Chesapeake"	Bald	1867	1620	4-4-0, class D-5.	Sc. 8-26-99
233	R	4-6-0 Schen	1899	5229		Sc. 10-14-35
234	"Potomac"	Bald	1867	1621	4-4-0, class D-5.	Sc. 12- -98

234 M	0-6-0	Schen	1899	5056		Sc. 8-12-31
235 "Juniata"		Bald	1867	1622	4-4-0, class D-5.	Sc. 3- .98
235 R	4-6-0	Schen	1898	4777		Sc. 12-17-28
236 "Lowell Holbrook"		McK&A	1867		4-4-0, class O-4. Reb. to class E-5, 12-30-92.	
					Sold 9- .05	
236 R-I	4-6-0	Schen	1905	30310	4-4-0, class O-4. Rebuilt to class N-2, 1891.	
237 "J. M. Burke"		McK&A	1867		Changed to A-237, 8-05.	Sc. 3- .07
237 R-I	4-6-0	Schen	1905	30311	0-4-0, class O-5. Sold and changed to Wis. &	
238 "Elephant"		McK&A	1867		Mich. Ry., #1, 3-10-94	
238 M	0-6-0	Schen	1896	4418	Sold and chgd. to Hall Printing Co., Chicago, #3, 11-10-28	
239 "Leopard"		McK&A	1867		0-4-0, class O-2. Sc. 2- .99	
239 R	4-6-0	Schen	1898	4778	Rebuilt 8-26. Sc. 4-27-35	
240 "Dragon"		McK&A	1867		0-4-0, class O-5. Sold to Boone Transportation Co., 2- .91	
240 S-4	4-6-0	Schen	1891	3567	Rebuilt 8-26. Sc. 8-26-37	
241 "Tiger"		McK&A	1867		Reb. or sc. ab. 1878	
241 K-I	0-4-0	C&NW	1878		Sold 7-18-05	
241 M-I	0-6-0	Rd Is	1906	38072	0-4-0, class O-5. Sc. 8- .98	
242 "Moose"		McK&A	1867		GCU #16 "Du Page", 4-4-0. Rebuilt GCU 1862.	
242 U-I	4-4-0	Rog	1853	403	Rebuilt 1882 (U-I). Changed to X-16, 6-98; 242, 8-13-98; X-242, 12-99. Sc. 6- .00	
242 R	4-6-0	Schen	1899	5248	Rebuilt I-25. Sc. 6-25-35	
243 "Atlas"		McK&A	1867		See Note "A"	
243 K-I	0-4-0	C&NW	1879		Sold 2- .06	
243 M-I	0-6-0	Rd Is	1906	39261	0-4-0, class O-5. See Note "A"	
244 "Prometheus"		McK&A	1867		Sold 11- .05	
244 K-I	0-4-0	C&NW	1879		Sc. 7-30-31	
244 M-I	0-6-0	Rd Is	1906	39262	0-4-0, class O-5. See Note "A"	
245 "Cyclops"		McK&A	1867		Sc. 7- .06	
245 B-I	4-4-0	C&NW	1879		0-4-0, class O-5. See Note "A"	
245 R-I	4-6-0	Bald	1907	31620	Sc. 7- .05	
246 "Sphinx"		McK&A	1867		Sc. 6-27-31	
246 K-I	0-4-0	C&NW	1879		0-4-0, class O-5. See Note "A"	
246 M-I	0-6-0	Rd Is	1906	38057	Sc. 5-22-05	
247 "Jupiter"		McK&A	1867		0-4-0, class O-5. See Note "A"	
247 B-I	4-4-0	C&NW	1879		Sc. 5-22-05	
247 M-I	0-6-0	Rd Is	1906	38058	0-4-0, class O-5. See Note "A"	
248 "Hector"		McK&A	1867		0-4-0, class O-5. See Note "A"	
248 B-I	4-4-0	C&NW	1879		0-4-0, class O-5. See Note "A"	
249 "J.B. Turner"		C&NW	1867		0-4-0, class O-5. See Note "A"	
249 M	0-6-0	Schen	1898	4697	0-4-0, class J-1. Sc. 10-20-28	
250 "Hornet"		Rd Is	1867		0-4-0, class G-3. Sc. 2- .98	
250 C-6	4-4-0	Schen	1893	4077	Rebuilt 12-00. Sc. 8-13-31	
251 "Buffalo"		McK&A	1867		0-4-0, class O-5. Sc. 5-22-93	
251 C-6	4-4-0	Schen	1893	4078	Rebuilt 4-00. Sc. 2-12-27	
252 "Zebra"		McK&A	1867		0-4-0, class O-5. Sc. 5-11-93	
252 C-6	4-4-0	Schen	1893	4079	Rebuilt 2-03. Sc. 5- 1-28	
253 "Bear"		McK&A	1867		0-4-0, class O-5. Sc. 5-31-93	
253 C-6	4-4-0	Schen	1893	4080	Rebuilt 8-00. Sc. 4- 1-27	
254 "Henry Keep"		C&NW	1869		0-4-0, class J-1. Rebuilt 1880. Sc. 10- 1-92	
254 R	4-6-0	Schen	1900	5332	0-4-0, class O-5. Sc. 4-14-28	
255 "Rufus Hatch"		C&NW	1869		Rebuilt 1880 (J-1). Sc. 4- .00	
255 R	4-6-0	Schen	1900	5333	0-4-0. Rebuilt 1880 (J-1). Sc. 2-16-29	
256 "Boyer"		McK&A	1869		Sc. 2- .00	
256 C-4	4-4-0	Schen	1887	2426	Sc. ab. 1887	
					Sc. 5-27-37	
					Sc. 10-10-17	

1  
3  
8  
5  
7  
4  
8  
9  
5  
11  
7  
8  
5  
8  
1  
0  
5  
6  
5  
1  
5  
5  
3  
3  
8  
7  
3  
3  
9  
7

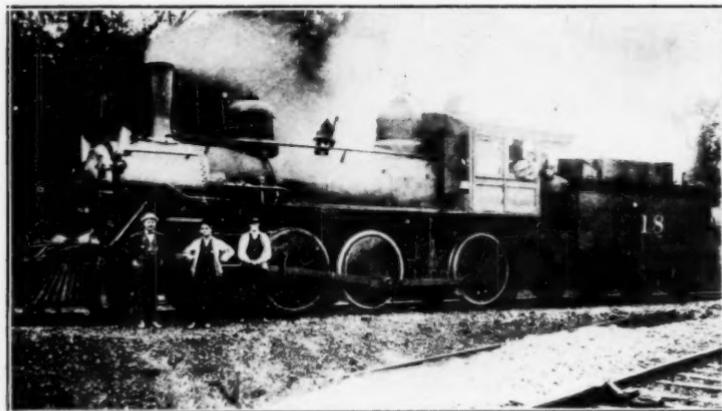
257 "D  
257 A  
258 "A

259 "C  
260 "F  
260 R  
261 "I  
261 R  
262 "J  
262 R  
263 "K  
263 R  
264 "

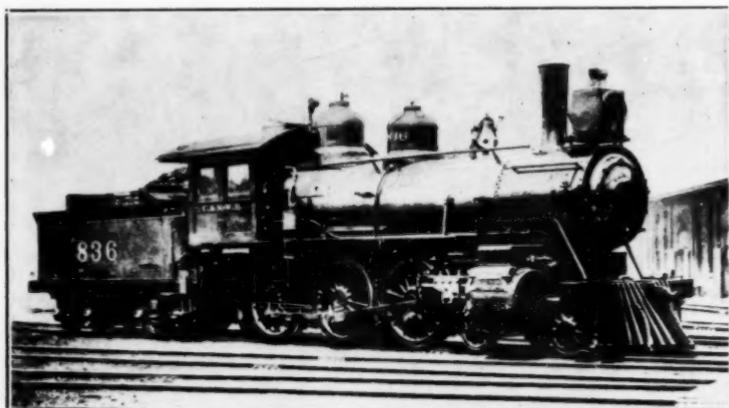
264 R  
265 "  
265 F  
266 "  
266 F  
267 "  
267 F  
268 "  
268 F  
269 "  
269 F

270 "  
271 "  
271 "  
272 "  
272 "  
272 "  
273 "  
273 "  
274 "  
274 "  
275 "  
275 "  
275 "  
276 "  
276 "  
276 "  
277 "  
277 "  
278 "  
278 "

277  
278  
279  
279  
280



C. & N. W. #718, class S-1, Schenectady, 1888.



C. & N. W. #836, class S-4, originally simple, rebuilt with Richmond cross compound cylinders as shown above.

257 "Des Moines"	McK&A	1869	4-4-0, class O-1.	Sc. 12- -98
257 A 4-4-0	Schen	1899	4972	Sc. 11-21-28
258 "Alex. Mitchell"	Bald	1869	2026	Rebuilt 1880. Rebuilt to class B-3, 7-91. Given to Iowa State College, 12- -14
259 "Gen. Baxter"	Bald	1869	2028	Rebuilt to class B-3, 8-91. Sc. 4-15-19
260 "Brunswick"	Bald	1870	2208	4-4-0, class D-5. Sc. 2- -99
260 R 4-6-0	Schen	1899	5060	Rebuilt 10-24 Sc. 5-27-35
261 "Pembroke"	Bald	1870	2211	Sc. 5- -99
261 R 4-6-0	Schen	1899	5057	Sc. 2-28-29
262 "Mankato"	Bald	1870	2214	4-4-0, class D-5. Sc. 3- -98
262 R 4-6-0	Schen	1899	4779	Sc. 2- 8-29
263 "Reedsburg"	Bald	1870	2226	4-4-0, class D-5. Sc. 6- -99
263 R 4-6-0	Schen	1899	5230	Sc. 7-18-31
264 "Baraboo"	Bald	1870	2227	4-4-0, class D-5. Sold and changed to Mattoon Ry. #3, 5-25-99
264 R 4-6-0	Schen	1899	5231	Sc. 10-27-28
265 "Tomah"	Bald	1870	2228	4-4-0, class D-5. Sc. 1- -00
265 R 4-6-0	Schen	1899	5244	Rebuilt 12-24. Sc. 8- -98
266 "Lodi"	Bald	1870	2229	4-4-0, class D-6. Sc. 11-19-28
266 R 4-6-0	Schen	1899	4780	Sc. 10-14-99
267 "Hooksett"	Bald	1870	2239	4-4-0, class D-6. Sc. 5- 6-26
267 R 4-6-0	Schen	1899	5232	Sc. 7-31-99
268 "Big Sioux"	C&NW	1870		Sc. 4-15-35
268 R 4-6-0	Schen	1899	5058	See Note "B"
269 "Sparta"	Bald	1872	2740	4-4-0, class D-4. Sc. 4-30-28
269 A-1 4-4-0	C&NW	1882		Rebuilt to class A-5, 6-99. See Note "B"
270 "Council Bluffs"	Bald	1872	2777	4-4-0, class D-4. Sc. 10-27-26
270 A-1 4-4-0	C&NW	1882		Rebuilt to class A-5, 6-99. See Note "B"
271 D-4 4-4-0	Bald	1873	3057	Rebuilt to class A-5, 6-01. Sc. 2- 7-29
271 A-1 4-4-0	C&NW	1882		See Note "B"
272 D-4 4-4-0	Bald	1873	3061	Rebuilt to class A-5, 6-01. Sc. 2-16-00
272 D-4 4-4-0	Bald	1879		Sc. 3- 2-29
272 R 4-6-0	Schen	1900	5334	See Note "B"
273 D-4 4-4-0	Bald	1873	3109	Sc. 1- 3-11
273 K-1 0-4-0	C&NW	1884		Sc. 6-20-35
273 L 4-6-2	Schen	1910	47896	See Note "B"
274 D-4 4-4-0	Bald	1873	3107	Sc. 12-13-12
274 A-4 4-4-0	C&NW	1884		See Note "B"
275 D-4 4-4-0	Bald	1873	3161	Sc. 3- -98
275 E-3 4-4-0	Grant	1873		See Note "B"
275 R 4-6-0	Schen	1898	4781	Sc. 7-25-31
276 D-4 4-4-0	Bald	1873	3168	See Note "B"
276 D-4 4-4-0	Bald	1879		Sc. 1- -00
276 R 4-6-0	Schen	1900	5335	Rebuilt 12-24. Sc. 10- 7-37
277 D-4 4-4-0	Bald	1873	3171	See Note "B"
277 K-1 0-4-0	C&NW	1882		Chgd. to A-277, 1909; Chgd. Shop Tfr. #7, 11-11, Sc. 3-11-12
277 M-1 0-6-0	Schen	1909	46699	See Note "B"
278 D-4 4-4-0	Bald	1873	3179	See Note "B"
278 D-10 4-4-0 NG	Bald	1879	4768	Built for the Des Moines & Minneapolis R. R. as "Des Moines" #5, but was delivered to the C&NW as this road had been acquired by lease in 1879 and changed to standard gauge. This locomotive saw initial service on the Galena & Wisconsin about 1880. (G&W consol. with C&NW 1883). Sc. 5-31-16
278 D-11 2-6-0 NG	Cooke	1915	55533	Sc. 2- 9-27
279 D-4 4-4-0	Bald	1873	3185	See Note "B"
279 D-11 2-6-0 NG	Bald	1879	4636	Chicago & Tomah #1, "S. J. Foster". Sc. 11- -10
279 D-11 2-6-0 NG	Schen	1912	50829	Sc. 2- 9-27
280 D-2 2-6-0	Bald	1873	3194	Sold 3- 7-02
280 K 0-6-0 Rd Is		1902	25378	Converted to Shop Tfr. #20, 6-14-28

281 D-2	2-6-0 Bald	1873	3197	Sc. 11- -01	313
281 K	0-6-0 Rd Is	1902	25379	Sc. 5-17-28	314
282 D-2	2-6-0 Bald	1873	3209	Sc. 6-15-99	315
282 R	4-6-0 Schen	1899	5233	Sc. 7-21-31	316
283 D-2	2-6-0 Bald	1873	3212	Sc. 2-15-02	317
283 K	0-6-0 Rd Is	1902	25380	Sc. 4-23-28	318
284 D-2	2-6-0 Bald	1873	3215	Sc. 3-10-98	319
284 R	4-6-0 Schen	1898	4782	Sc. 7-24-31	320
285 D-2	2-6-0 Bald	1873	3217	Sc. 3- -02	321
285 K	0-6-0 Rd Is	1902	25381	Sc. 4-14-28	322
286 G-1	4-4-0 Rd Is	1873	481	Changed to WSP 46, ab. 1882; 1046, ab. 1900.	323
286 K-1	0-4-0 C&NW	1882		Sc. 6- -00	324
286 M-1	0-6-0 Schen	1909	46700	Sc. 9-23-10	325
287 G-2	4-4-0 Rd Is	1873	482	Sc. 6-22-31	326
287 R-1	4-6-0 Schen	1901	5846	Sc. 1- -01	327
288 G-2	4-4-0 Rd Is	1873	483	Sc. 7- -02	328
288 K	0-6-0 Rd Is	1902	25382	Sc. 2-28-27	329
289 G-1	4-4-0 Rd Is	1873	484	Rebuilt to class G-2 (date unknown).	330
289 R-1	4-6-0 Schen	1901	5847	Sc. 4- -01	331
290 G-1	4-4-0 Rd Is	1873	485	Sc. 4- -01	332
290 R-1	4-6-0 Schen	1901	5848	Sc. 12- -00	333
291 G-1	4-4-0 Rd Is	1873	486	Sc. 4-11-99	334
291 R-1	4-6-0 Schen	1901	5840	Sc. 4-27-28	335
292 G-2	4-4-0 Rd Is	1873	487	Sc. 7-22-31	336
292 R	4-6-0 Bald	1899	17251	Sc. 4-11-99	337
293 G-1	4-4-0 Rd Is	1873	488	Sc. 10- 9-00	338
293 K-1	0-4-0 C&NW	1882		Sc. ab. 1910	339
293 L	4-6-2 Schen	1910	47897	Sc. 5- 9-25	340
294 G-1	4-4-0 Rd Is	1873	489	Sc. 8-12-99	341
294 R	4-6-0 Bald	1899	17252	Sc. 8- -00	342
295 G-1	4-4-0 Rd Is	1873	490	"Rushville" probably originally built for another road.	343
295 R-1	4-6-0 Schen	1901	5850	Sc. 4-23-90	344
296 V-1	0-4-0 D. & C.	1867		Sc. 6-17-27	345
296 S-2	4-6-0 Schen	1890	3020	"Cleveland" probably originally built for another road. Sold Rust Owen Lbr. Co., Drummond, Wis.	346
297 V-1	0-4-0 D. & C.	1867		10- -91	347
297 S-4	4-6-0 Schen	1891	3568	Rebuilt 1-21.	348
298 E-2	4-4-0 Grant	1873		Sc. 2- 1-29	349
298 R	4-6-0 Bald	1899	16583	Sc. 12- -98	350
299 E-2	4-4-0 Grant	1873		Sc. 4-18-35	351
299 R	4-6-0 Schen	1900	5336	Sc. 2- -00	352
300 E-2	4-4-0 Grant	1873		Sc. 5- 1-35	353

**First Series #300 to 342 incl.:—**

300 E-2	4-4-0 Grant	1873	Sc. 3- -00	31
301 E-2	4-4-0 Grant	1873	Sc. 4-13-00	31
302 E-2	4-4-0 Grant	1873	Sc. 9- -98	31
303 E-2	4-4-0 Grant	1873	Sc. 10- -95	31
304 E-2	4-4-0 Grant	1873	Sc. 4- -98	31
305 E-2	4-4-0 Grant	1873	Sc. 3-11-99	32
306 E-2	4-4-0 Grant	1873	Sc. 2- -99	32
307 E-2	4-4-0 Grant	1873	Sc. 2-28-90	32
308 E-2	4-4-0 Grant	1873	Sc. 3-31-99	32
309 E-2	4-4-0 Grant	1873	Sc. 12-16-92	32
310 E-2	4-4-0 Grant	1873	Sc. 3-31-99	32
311 E-2	4-4-0 Grant	1873	Sc. 5- -95	32
312 E-2	4-4-0 Grant	1873	Sc. 3- -00	32

-01	313 E-2	4-4-0 Grant	1873	Sc. 10-28-99
7-28	314 E-2	4-4-0 Grant	1873	Sc. 11-28-91
5-99	315 E-2	4-4-0 Grant	1873	Sc. 1-31-00
1-31	316 E-2	4-4-0 Grant	1873	Sc. 11- -99
7-02	317 E-2	4-4-0 Grant	1873	Sc. 12- -99
3-28	318 E-2	4-4-0 Grant	1873	Sc. 3-31-99
0-98	319 E-2	4-4-0 Grant	1873	Sold 7- -00
4-31	320 E-2	4-4-0 Grant	1873	Sc. 6- -00
-02	321 E-2	4-4-0 Grant	1873	Sc. 3- -00
4-28	322 E-2	4-4-0 Grant	1873	Sc. 12- -99
-00	323 E-2	4-4-0 Grant	1874	Sc. 6- -98
-10	324 E-2	4-4-0 Grant	1874	Sc. 7- -98
325 E-2	4-4-0 Grant	1874	Sc. 6- -98	
-31	326 E-2	4-4-0 Grant	1874	Sc. 7-17-00
-01	327 E-2	4-4-0 Grant	1874	Sc. 4- 4-99
00	328 E-2	4-4-0 Grant	1874	Sc. 12- -99
-02	329 E-2	4-4-0 Grant	1874	Sc. 3- 9-94
27	330 E-2	4-4-0 Grant	1874	Sc. 7- -00
-01	331 E-2	4-4-0 Grant	1874	Sc. 3-17-99
01	332 E-2	4-4-0 Grant	1874	Sc. 3-28-00
00	333 E-2	4-4-0 Grant	1874	Sc. 6- -98
00	334 E-2	4-4-0 Grant	1874	Sc. 2-28-00
99	335 E-2	4-4-0 Grant	1874	Sc. 10-14-99
31	336 E-2	4-4-0 Grant	1874	Sc. 1- -00
337 E-2	4-4-0 Grant	1874	Sc. 5- -00	
338 E-2	4-4-0 Grant	1874	Sc. 2-28-99	
339 E-2	4-4-0 Grant	1874	Sc. 6- -00	
00	340 E-2	4-4-0 Grant	1874	Sold 4-28-00
10	341 E-2	4-4-0 Grant	1874	Sold 3-28-00
25	342 E-2	4-4-0 Grant	1874	Sc. 11- -97

Changed to 644, 7-5-86.

**Second Series #300 to 342 incl.:—**

300 R	4-6-0 Schen	1900	5337	Sc. 7-15-31
301 R	4-6-0 Schen	1900	5338	Sc. 9-29-37
302 R	4-6-0 Bald	1899	16584	Sc. 10-28-37
303 M	0-6-0 Schen	1896	4419	Sc. 7-20-31
304 R	4-6-0 Schen	1898	4783	Sc. 4-22-35
305 R	4-6-0 Schen	1899	5061	Sc. 5- 9-35
306 R	4-6-0 Bald	1899	16585	Sc. 10- 5-37
307 R	4-6-0 Schen	1899	5062	Sc. 2- 3-27
308 R	4-6-0 Bald	1900	17253	Sc. 2-25-29
309 C-6	4-4-0 Schen	1893	4081	Sc. 4-14-28
310 R	4-6-0 Bald	1900	17254	Sc. 3- 2-29
311 M	0-6-0 Schen	1896	4420	Sc. 3- 1-30
312 R	4-6-0 Schen	1900	5339	Sc. 2-23-29
313 R	4-6-0 Schen	1899	5251	Sc. 5-10-35
314 S-4	4-6-0 Schen	1891	3563	Rebuilt 10-21.
315 R	4-6-0 Schen	1900	5340	Sc. 7-13-31
316 R	4-6-0 Schen	1900	5341	Sc. 5-22-37
317 R	4-6-0 Schen	1900	5342	Sc. 7-16-31
318 R	4-6-0 Schen	1899	5063	Sc. 2- 9-29
319 R	4-6-0 Schen	1900	5343	Sc. 5-10-35
320 R	4-6-0 Schen	1900	5344	Sc. 7-22-31
321 R	4-6-0 Schen	1899	5252	Sc. 5-10-35
322 R	4-6-0 Schen	1899	5253	Sc. 3-15-29
323 R	4-6-0 Bald	1899	16586	Sc. 4-25-35
324 R	4-6-0 Schen	1898	4784	Sc. 6-18-35
325 R	4-6-0 Bald	1899	16587	Sc. 7- 8-31
326 R	4-6-0 Schen	1900	5345	Sc. 2-28-29
327 R	4-6-0 Bald	1900	17255	
328 R	4-6-0 Schen	1900	5346	

329 M	0-6-0 Schen	1896	4421	Sc. 5-10-35
330 R	4-6-0 Schen	1900	5347	Sc. 6- 4-31
331 R	4-6-0 Schen	1899	5064	Sc. 4- 9-28
332 C-3	4-6-0 Schen	1886	2091	Sold 12-31-25
333 R	4-6-0 Schen	1898	4787	Rebuilt 11-24.
334 R	4-6-0 Schen	1899	5254	Rebuilt 8-26.
335 R	4-6-0 Schen	1900	5348	Rebuilt 10-26.
336 R	4-6-0 Schen	1900	5349	Originally cross compound, changed to simple, 11-03.
337 R	4-6-0 Schen	1900	5350	Sc. 7- 6-31
338 R	4-6-0 Schen	1899	5065	Sc. 7-21-31
339 R	4-6-0 Schen	1900	5351	Sc. 6-10-35
340 R	4-6-0 Schen	1900	5352	Sc. 7- 6-31
341 R	4-6-0 Schen	1900	5353	Sc. 7-21-31
342 R	4-6-0 Schen	1898	4785	Sc. 6-31
<b>First Series #343 to 399 incl.:—</b>				
343 B-I	4-4-0 C&NW	1878		Sc. 1-31-08
344 B-I	4-4-0 C&NW	1878		Sc. 1-20-08
345 B-I	4-4-0 C&NW	1878		Sc. 1-24-08
346 B-I	4-4-0 C&NW	1878		Sc. 7- -05
347 B-I	4-4-0 C&NW	1878		Sc. 11- -07
348 B-I	4-4-0 C&NW	1878		Sc. 12- -07
349 B-I	4-4-0 C&NW	1878		Sc. 6- -06
350 B-I	4-4-0 C&NW	1878		Sc. 10-19-08
351 B-I	4-4-0 C&NW	1879		Sc. 12-15-08
352 B-I	4-4-0 C&NW	1879		Sold to Peoria & Pekin Union Ry., 12-14-08 (became their #12).
353 B-I	4-4-0 C&NW	1879		Changed to A-353, 12-08.
354 B-I	4-4-0 C&NW	1879		Sc. 4-22-10
355 B-I	4-4-0 C&NW	1879		Sc. 4-30-08
356 B-I	4-4-0 C&NW	1879		Sc. 7-31-05
357 B-I	4-4-0 C&NW	1879		Changed to A-356, 1-09.
358 B-I	4-4-0 C&NW	1879		Sc. 12-14-10
359 B-I	4-4-0 C&NW	1880		Sc. 3- -07
360 B-I	4-4-0 C&NW	1880		Sc. 5- -05
361 B-I	4-4-0 C&NW	1880		Sc. 2- 3-08
362 B-I	4-4-0 C&NW	1880		Sc. 1-23-08
363 B-I	4-4-0 C&NW	1880		Sc. 1- 9-09
364 B-I	4-4-0 C&NW	1880		Sc. 10-3-07
365 B-I	4-4-0 C&NW	1880		Sold to Pierre & Ft. Pierre Bridge Co. 10-3-07 (became their #1). Returned to C&NW and
366 B-I	4-4-0 C&NW	1880		Sc. 3- 1-12
367 B-I	4-4-0 C&NW	1880		Sc. 5-28-06
368 B-I	4-4-0 C&NW	1880		Sc. 3-26-09
369 K-I	0-4-0 C&NW	1880		Sc. 11- 6-08
370 K-I	0-4-0 C&NW	1880		Sc. 1- -08
371 K-I	0-4-0 C&NW	1880		Sc. 6- -09
372 K-I	0-4-0 C&NW	1880		Sc. 4-18-08
373 K-I	0-4-0 C&NW	1880		Changed to A-369, 12-09; Shop Tfr. #10, 11-11.
374 B-I	4-4-0 C&NW	1880		Sc. 8-22-17
375 B-I	4-4-0 C&NW	1880		Changed to A-370, 12-09.
376 B-I	4-4-0 C&NW	1880		Sc. 12-29-10
377 B-I	4-4-0 C&NW	1880		Changed to A-371, 12-09; Shop Tfr. #8, 11-11.
378 B-I	4-4-0 C&NW	1880		Sc. 6- -24
379 B-I	4-4-0 C&NW	1880		Sold to S. R. & N. 12-1-10 (their #1).
380 B-I	4-4-0 C&NW	1880		Sc. 10-25-10
				Changed to WSP 6, 10-6-88; 894, 9-1-00.
				Sc. 6- 8-10
				Sc. 4-21-09
				Sc. ab. 1908
				Sc. ab. 1908
				Sc. 1-18-09
				Sc. 2-20-11
				Sc. 1-21-09

31	381	B-1	4-4-0	C&NW	1880		Sc. 12- .99
28	382	B-1	4-4-0	C&NW	1880		Sc. 4- 4-09
25	383	B-1	4-4-0	C&NW	1880		Sc. 5-11-10
31	384	B-1	4-4-0	C&NW	1880		Sc. 12- .99
35	385	B-1	4-4-0	C&NW	1880		Sc. 4-24-09
30	386	B-1	4-4-0	C&NW	1880		Sc. 3-12-09
31	387	B-1	4-4-0	C&NW	1880		Sc. 7-24-06
31	388	B-1	4-4-0	C&NW	1880		Sc. 9-23-10
35	389	F-2	4-4-0	Taun	1876		Changed to X-389, 3-14-02.
31	390	B-1	4-4-0	C&NW	1881		Sold 7- -03
31	391	B-1	4-4-0	C&NW	1881		Sc. 12-28-10
21	392	B-1	4-4-0	C&NW	1881		Sold 8- 1-09
31	393	B-1	4-4-0	C&NW	1881		Sc. 5- 6-09
31	394	B-1	4-4-0	C&NW	1881		Sc. 12-10-08
35	395	B-1	4-4-0	C&NW	1881		Sc. 2-19-10
30	396	B-1	4-4-0	C&NW	1881		Sc. 1-11-11
31	397	B-1	4-4-0	C&NW	1881		Sc. 1-20-11
31	398	B-1	4-4-0	C&NW	1881		Sold 6- 8-09
31	399	B-1	4-4-0	C&NW	1881		Sc. 6-20-10
31							Sc. 2-11-11

Second Series #343 to 399 incl.:—

343	R-1	4-6-0	Bald	1907	31621		Sc. 4-13-28
344	R-1	4-6-0	Bald	1907	31622		Sc. 3- 2-29
345	R-1	4-6-0	Bald	1907	31623		
346	M-1	0-6-0	Rd Is	1906	39293		
347	M-1	0-6-0	Rd Is	1906	39274		
348	R-1	4-6-0	Bald	1907	31673		
349	R-1	4-6-0	Bald	1907	31687		
350	M-1	0-6-0	Schen	1909	45752		Sc. 7-16-31
351	M-1	0-6-0	Schen	1909	45753		
352	M-1	0-6-0	Schen	1909	45754		Sc. 7-14-31
353	M-1	0-6-0	Schen	1909	45755		Sc. 8- 8-31
354	M-1	0-6-0	Schen	1909	45756		
355	M-1	0-6-0	Rd Is	1906	39264		Sc. 3-29-29
356	M-1	0-6-0	Schen	1909	45757		Sc. 7- 9-31
357	M-1	0-6-0	Rd Is	1906	39275		Sc. 5- 4-37
358	M-1	0-6-0	Rd Is	1905	38059		Sc. 4-24-35
359	R-1	4-6-0	Bald	1907	31688		
360	R-1	4-6-0	Bald	1907	31734		Sc. 10-21-37
361	M-1	0-6-0	Schen	1909	45758		Sc. 4-23-28
362	M-1	0-6-0	Schen	1909	45759		Sc. 5- 7-35
363	M-1	0-6-0	Rd Is	1906	39276		Sc. 10-15-36
364	M-1	0-6-0	Schen	1909	45760		Sc. 4- 5-28
365	M-1	0-6-0	Schen	1909	45761		Sc. 4-17-28
366	M-1	0-6-0	Schen	1909	45762		Sc. 7- 3-31
367	M-1	0-6-0	Schen	1909	45763		Sc. 4-30-35
368	M-1	0-6-0	Schen	1909	45764		Sc. 7-10-35
369	M-1	0-6-0	Schen	1909	46701		Sc. 7- 9-31
370	M-1	0-6-0	Schen	1909	46702		Sc. 11-20-36
371	M-1	0-6-0	Schen	1909	46703		
372	M-1	0-6-0	Schen	1910	46704		Sc. 4-29-35
373	M-1	0-6-0	Schen	1910	46705		
374	D-12	4-6-0	Bald	1888	9500		Sc. 11- 5-21
375	R-1	4-6-0	Schen	1908	45728		
376	R-1	4-6-0	Schen	1908	45729		
377	R-1	4-6-0	Schen	1908	45730		
378	R-1	4-6-0	Schen	1908	45731		
379	R-1	4-6-0	Schen	1908	45732		
380	R-1	4-6-0	Schen	1908	45733		
381	R	4-6-0	Schen	1900	5354	Rebuilt 7-26.	Sc. 7- 7-31
382	R-1	4-6-0	Schen	1908	45734	Rebuilt 5-28.	

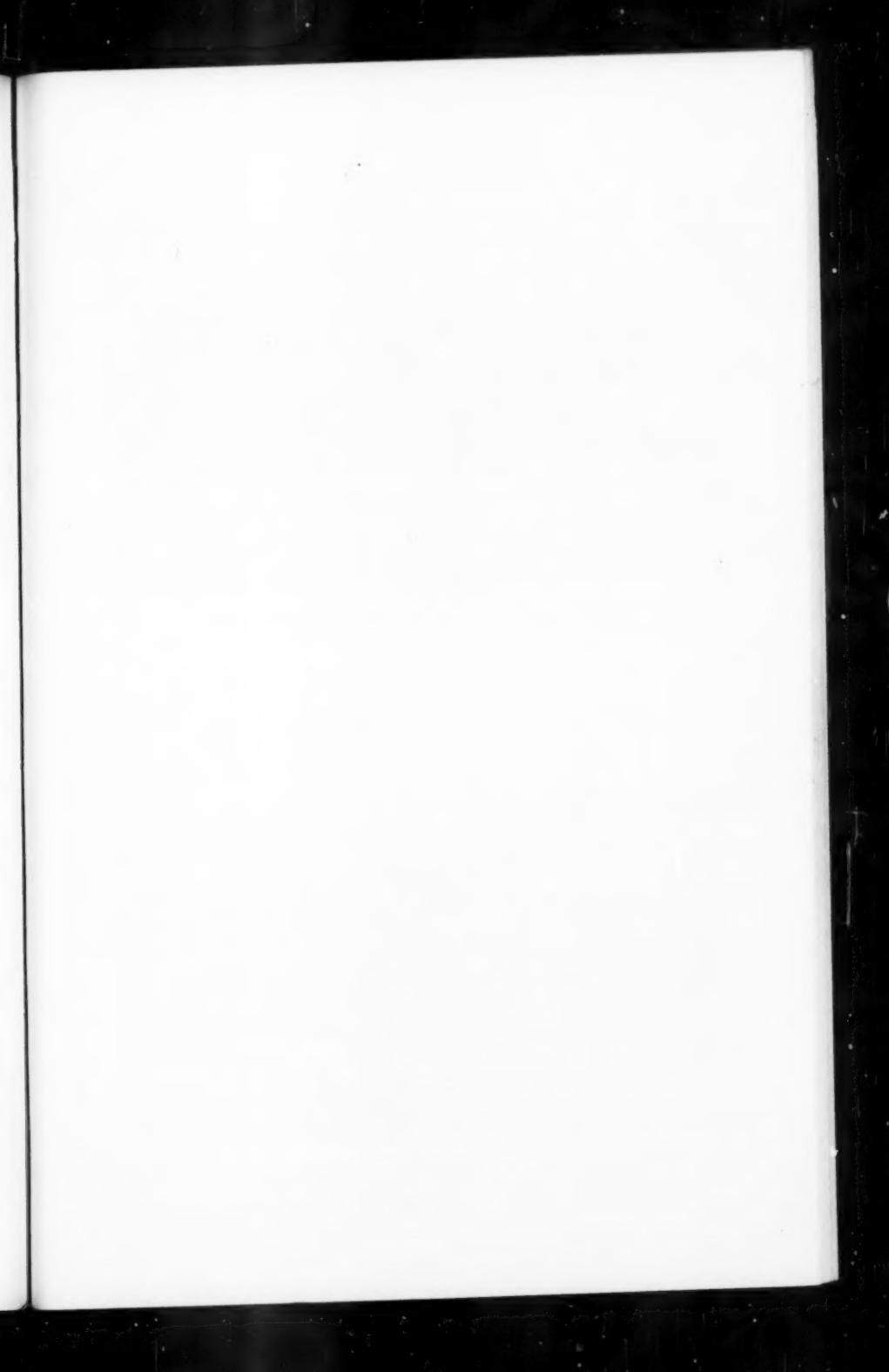
383 R-I	4-6-0 Schen	1908	45735		Sc. 7-21-31	434
384 R	4-6-0 Schen	1900	5355			435
385 R-I	4-6-0 Schen	1908	45736			436
386 R-I	4-6-0 Schen	1908	45737			437
387 M-I	0-6-0 Rd ls	1906	39277		Sc. 6-26-31	438
388 R-I	4-6-0 Schen	1908	45738			439
389 K	0-6-0 Rd ls	1902	25383		Sc. 5- 5-28	439
390 D	4-4-2 Schen	1908	45702	Orig. Young valves, changed to piston	6-28-24.	440
391 D	4-4-2 Schen	1908	45703	Orig. Young valves, changed to piston	2-16-18.	441
392 D	4-4-2 Schen	1908	45704	Orig. Young valves, changed to piston	5-19-21.	442
393 D	4-4-2 Schen	1908	45705	Orig. Young valves, changed to piston	8-23-20.	443
394 D	4-4-2 Schen	1908	45706	Orig. Young valves, changed to piston	3-18-24.	444
395 D	4-4-2 Schen	1908	45707	Orig. Young valves, changed to piston	11-18-22.	444
396 D	4-4-2 Schen	1908	45708	Orig. Young valves, changed to piston	4- 4-23.	445
397 D	4-4-2 Schen	19.8	45709	Orig. Young valves, changed to piston	9-29-23.	446
398 D	4-4-2 Schen	1908	45710	Orig. Young valves, changed to piston	5-22-22.	447
399 D	4-4-2 Schen	1908	45711	Orig. Young valves, changed to piston	7-21-23.	448
400 A-I	4-4-0 C&NW	1881		Rebuilt to class A-5, 2-99. Chgd. to 130,	11-16-93.	449
					Sc. 2- 1-27	450
400 S-7	4-6-0 Schen	1893	4070	Bore name "Columbus" while on exhibition at	Chicago World's Fair 1893.	451
					Sc. 3-26-26	452
401 A-I	4-4-0 C&NW	1881		Rebuilt to class A-5, 3- 3-99.	Sc. 4-23-28	453
402 A-I	4-4-0 C&NW	1881		Rebuilt to class A-5, 4-10-00.	Sold 5- 8-25	454
403 A-I	4-4-0 C&NW	1881		Rebuilt to class A-5, 2-15-98.	Sc. 4-27-28	455
404 A-I	4-4-0 C&NW	1881		Rebuilt to class A-5, 9-15-00.	Sc. 11-13-26	456
405 A-I	4-4-0 C&NW	1881		Rebuilt to class A-5, 9- -04.	Sc. 6- 8-24	457
<hr/>						
<b>First Series #406 to 506 incl.:—</b>						
406 B-I	4-4-0 C&NW	1881		Changed to A-406, 12-08.	Sc. 12-31-10	460
407 B-I	4-4-0 C&NW	1881			Sc. 2-23-11	461
408 B-I	4-4-0 C&NW	1881			Sc. 5- -05	462
409 B-I	4-4-0 C&NW	1881			Sc. 8- -05	463
410 D-3	4-4-0 Bald	1881	5553		Sc. 1- -05	464
411 D-3	4-4-0 Bald	1881	5551		Sold 1- -06	465
412 D-3	4-4-0 Bald	1881	5582		Sc. 3- -07	466
413 D-3	4-4-0 Bald	1881	5584		Sc. 7- 1-06	467
414 D-3	4-4-0 Bald	1881	5585		Sc. 7- 7-06	468
415 D-3	4-4-0 Bald	1881	5588	Chgd. to WSP 31 ab. 1886; 1031, 2-00.	Sc. 9- -06	469
416 D-3	4-4-0 Bald	1881	5587		Sc. 2-11-05	470
417 D-3	4-4-0 Bald	1881	5590		Sc. 1-28-08	470
418 D-3	4-4-0 Bald	1881	5591		Sc. 8- -06	471
419 D-3	4-4-0 Bald	1881	5592		Sc. 5- -05	472
420 D-3	4-4-0 Bald	1881	5593		Sc. 5- -05	473
421 D-3	4-4-0 Bald	1881	5595	Chgd. to WSP 11, 4-16-93; 899, 2-22-01.	Sc. 4- 9-06	474
					Sc. 2- -06	475
422 D-3	4-4-0 Bald	1881	5594		Sc. 8- -06	476
423 D-3	4-4-0 Bald	1881	5596		Sold 3- -07	477
424 D-3	4-4-0 Bald	1881	5599		Sold 5- 4-07	478
425 D-3	4-4-0 Bald	1881	5597	Sold and changed to Wyoming & Mo. River Ry.	479	
426 D-3	4-4-0 Bald	1881	5598	#2, 7-05.		480
427 D-3	4-4-0 Bald	1881	5601	Changed to WSP 14, 3-16-93; 1014, 6-7-00.	Sc. 7- -06	481
428 D-3	4-4-0 Bald	1881	5600	Chgd. WSP 21, 8-7-99; 1021, 2-26-00; 1033, 2-16-01.	Sc. 11-12-07	482
429 D-3	4-4-0 Bald	1881	5602		Sc. 4-14-06	483
430 D-7	0-4-0 Bald	1881	5753	Chgd. A-430, 9-10; Conv. Shop Tfr. #2, 11-21-11.	Sc. 11- -23	484
431 D-7	0-4-0 Bald	1881	5751	Changed to A-431, 9-10.	Sc. 9- 8-10	485
432 D-7	0-4-0 Bald	1881	5758	Changed to A-432, 9-10.	Sc. 5-10-11	486
433 D-7	0-4-0 Bald	1881	5760	Changed to A-433, 9-10.	Sc. 6-14-11	487

434 D-7	0-4-0 Bald	1881	5761	Changed to A-434, 9-10. Sold Aetna Sand & Gravel Co., Algonquin, Ill., 11-9-11.	
435 D-7	0-4-0 Bald	1881	5763	Changed to A-435, 9-10.	Sc. 12- 1-10
436 D-7	0-4-0 Bald	1881	5790	Changed to A-436, 9-10.	Sc. 5- 7-11
437 D-7	0-4-0 Bald	1881	5791	Changed to A-437, 9-10.	Sc. 3-10-11
438 D-7	0-4-0 Bald	1881	5795	Changed to A-438, 9-10.	Sc. 5-11-11
439 D-7	0-4-0 Bald	1881	5798		Sold 3- 9-11
440 D-3	4-4-0 Bald	1881	5773		Sc. 8- 9-06
441 D-3	4-4-0 Bald	1881	5775		Sc. 5-18-05
442 D-3	4-4-0 Bald	1881	5774		Sc. 1- -06
443 D-3	4-4-0 Bald	1881	5776	Changed to WSP 52, 1-29-92; 1052, 6-15-00.	Sc. 3- 7-07
444 D-3	4-4-0 Bald	1881	5777		Sc. 8- 7-06
445 D-3	4-4-0 Bald	1881	5778		Sc. 1- 6-08
446 D-3	4-4-0 Bald	1881	5780		Sc. 4- -07
447 D-3	4-4-0 Bald	1881	5781		Sc. 5- -07
448 D-3	4-4-0 Bald	1881	5802		Sc. 8-12-07
449 D-3	4-4-0 Bald	1881	5807		Sc. 9- -06
450 F-1	4-4-0 Taun	1881	805	Rebuilt to class F-3, 1901.	Sc. 6-27-10
451 F-1	4-4-0 Taun	1881	806		Sc. 5-12-05
452 F-1	4-4-0 Taun	1881	809		Sc. 3- -07
453 F-1	4-4-0 Taun	1881	810		Sc. 7- 3-09
454 F-1	4-4-0 Taun	1881	811		Sc. 2-13-05
455 F-1	4-4-0 Taun	1881	812		Sc. 12- 3-08
456 F-1	4-4-0 Taun	1881	813		Sc. 10- 9-08
457 F-1	4-4-0 Taun	1881	814		Sc. 4-24-09
458 F-1	4-4-0 Taun	1881	815		Sc. 8-31-09
459 F-1	4-4-0 Taun	1881	816		Sc. 5- -05
460 F-1	4-4-0 Taun	1881	817	Rebuilt to class F-3, 1899.	Sc. 6- 8-09
461 F-1	4-4-0 Taun	1881	818		Sc. 5-11-05
462 E-1	4-4-0 Grant	1882		Rebuilt to class E-4 (date unknown).	Sc. 5- -05
463 E-1	4-4-0 Grant	1882		Rebuilt to class E-4 (date unknown).	Sc. 5-22-05
464 E-1	4-4-0 Grant	1882		Rebuilt to class E-4 (date unknown).	Sc. 9- -04
465 E-1	4-4-0 Grant	1882			Sc. 9-12-99
466 E-1	4-4-0 Grant	1882			Sc. 5- -05
467 E-1	4-4-0 Grant	1882		Reb. to class E-4 (date unknown). Sold to Ma-comb & Western Ill. Ry., 12-31-04.	
468 E-1	4-4-0 Grant	1882		Rebuilt to class E-4 (date unknown).	Sold 11-22-04
469 E-1	4-4-0 Grant	1882		Rebuilt to class E-4 (date unknown).	Sc. 1- 3-08
470 E-1	4-4-0 Grant	1882		Rebuilt to class E-4 (date unknown).	Sc. 11- -05
471 E-1	4-4-0 Grant	1882		Rebuilt to class E-4. Sold and chgd. to E. A. & S. W. RR. #100, 7-28-05.	
472 E-1	4-4-0 Grant	1882			Sc. 5-11-05
473 E-1	4-4-0 Grant	1882		Rebuilt to class E-4 (date unknown).	Sc. 8- 9-06
474 E-1	4-4-0 Grant	1882			Sold 9- -05
475 E-1	4-4-0 Grant	1882		Reb. to E-4 (date unknown).	Sc. 8- -04
476 E-1	4-4-0 Grant	1882		Reb. to E-4 (date unknown).	Sc. 5- -05
477 E-1	4-4-0 Grant	1882		Reb. to E-4 (date unknown).	Sc. 11- -04
478 E-1	4-4-0 Grant	1882			Sc. 2- -06
479 E-1	4-4-0 Grant	1882		Reb. to E-5, 1891	Sc. 5- -05
480 E-1	4-4-0 Grant	1882		Reb. to E-4 (date unknown).	Sc. 2- -06
481 E-1	4-4-0 Grant	1882		Reb. to E-4 (date unknown).	Sc. 3- -05
482 E-1	4-4-0 Grant	1882		Reb. to E-4 (date unknown).	Sc. 2- -03
483 E-1	4-4-0 Grant	1882		Reb. to E-4 (date unknown) Sold to Culver & Port Clinton RR. 5-3-05 (became their #2 or #202).	
484 E-1	4-4-0 Grant	1882			Sc. 5-17-05
485 E-1	4-4-0 Grant	1882		Reb. to E-4 (date unknown).	Sc. 5- -05
486 E-1	4-4-0 Grant	1882		Reb. to E-4 (date unknown).	Sold 7- -06
487 E-1	4-4-0 Grant	1882		Reb. to I-4 (date unknown).	Sold 9- -05

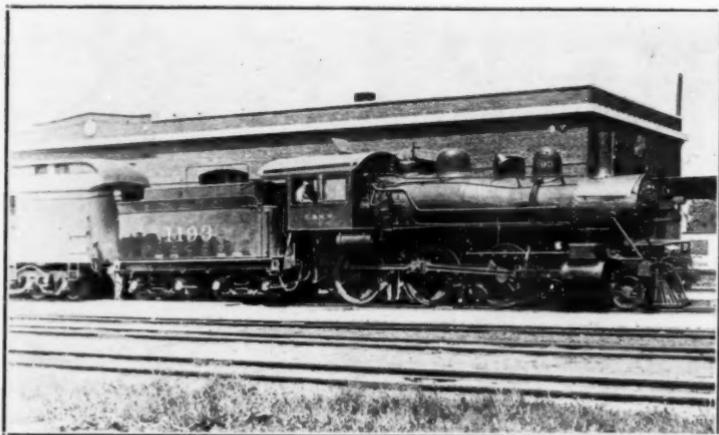
488 E-I	4-4-0 Grant	1882	Reb. to E-4 (date unknown). Sc. 7-26-05
489 E-I	4-4-0 Grant	1882	Reb. to E-4 (date unknown). Sold to Chgo. & Lake Superior Ry. 6-05 (exchanged for C&LS #1 which was Sc. 8- -05
490 E-I	4-4-0 Grant	1882	Reb. to E-4 (date unknown). Sc. 1- -06
491 E-I	4-4-0 Grant	1882	Sold 10- -06
492 K-I	0-4-0 C&NW	1883	Changed to Shop Tfr. "Clinton", 5-18-10; Chang- ed to Shop Tfr. #5, 5-11-11. Sc. 4-12-21
493 K-I	0-4-0 C&NW	1883	Sold and chgd. to Blaney & Southern #1436, 4-04.
494 K-I	0-4-0 C&NW	1883	Changed to Round House #1, 12-24-10.
495 K-I	0-4-0 C&NW	1883	Sc. 2-22-11
496 K-I	0-4-0 C&NW	1883	Sc. 5-25-11
497 A-2	4-4-0 C&NW	1883	Sc. 12- 1-10
498 A-2	4-4-0 C&NW	1883	Sc. 1-23-13
499 A-2	4-4-0 C&NW	1883	Changed to P&FtPBCo. #1, 3-1-12; I259, 8-12.
500 A-2	4-4-0 C&NW	1883	Sc. 4-24-13
501 A-2	4-4-0 C&NW	1883	Sc. 7-19-12
502 A-2	4-4-0 C&NW	1883	Sc. 2-19-13
503 A-2	4-4-0 C&NW	1883	Sc. 2-20-11
504 A-2	4-4-0 C&NW	1883	Sc. 8-10-11
505 A-2	4-4-0 C&NW	1883	Sc. 11-12-13
506 A-2	4-4-0 C&NW	1883	Sc. 6-27-13
			Sc. 5-10-13
			Sc. 4- 1-12

**Second Series #406 to 506 incl.:—**

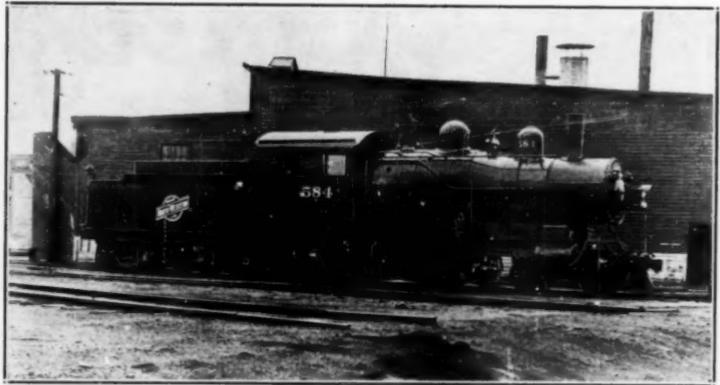
406 R-I	4-6-0 Schen	1908	45739	
407 E-I	4-6-2 Schen	1910	49029	
408 M-I	0-6-0 Rd Is	1905	38060	
409 M-I	0-6-0 Rd Is	1906	39265	Sc. 5- 7-35
410 G	4-8-0 NG Schen	1891	3422	Orig. FEMV 209. Chgd. to 1299, 5-03; 410, 1-05. Sc. 4-23-27
411 R-I	4-6-0 Schen	1906	38513	
412 R-I	4-6-0 Schen	1906	38514	
413 R-I	4-6-0 Schen	1906	38515	
414 R-I	4-6-0 Schen	1906	38516	
415 C-3	4-4-0 Schen	1886	2092	
416 R-I	4-6-0 Schen	1905	30300	Rebuilt to class C-5, 1-30-23. Sc. 6-11-35
417 R-I	4-6-0 Schen	1906	38517	
418 R-I	4-6-0 Schen	1906	38518	
419 M-I	0-6-0 Rd Is	1905	38061	Sc. 7-23-31
420 M-I	0-6-0 Rd Is	1905	38062	
421 C-6	4-4-0 Schen	1893	4082	
422 R-I	4-6-0 Schen	1906	38519	Rebuilt 12-28-01. Sc. 3-23-27
423 R-I	4-6-0 Schen	1906	38520	
424 R-I	4-6-0 Schen	1906	38521	
425 R-I	4-6-0 Schen	1906	38522	
426 M-I	0-6-0 Rd Is	1905	38073	
427 C-6	4-4-0 Schen	1893	4083	Rebuilt 4-30-02. Sc. 3-23-27
428 R	4-6-0 Schen	1899	5234	Sc. 4-27-28
429 R-I	4-6-0 Schen	1906	38523	
430 M-I	0-6-0 Schen	1910	47871	Converted to Shop Tfr. #27, 7-29-37.
431 M-I	0-6-0 Schen	1910	47872	Sc. 1- 8-37
432 M-I	0-6-0 Schen	1910	47873	Sc. 4-26-35
433 M-I	0-6-0 Schen	1910	47874	Sc. 5-20-31
434 M-I	0-6-0 Schen	1910	47875	Sc. 6-29-31
435 M-I	0-6-0 Schen	1910	47876	Sc. 4-12-35
436 M-I	0-6-0 Schen	1910	47877	
437 M-I	0-6-0 Schen	1910	47878	Sc. 6-28-37
438 M-I	0-6-0 Schen	1910	47879	Sc. 7- 6-37
439 M-I	0-6-0 Schen	1910	47880	Sc. 7-15-31



440  
441  
442  
443  
444  
445  
446  
447  
448  
449  
450  
451  
452  
453  
454  
455  
456  
457  
458  
459  
460  
461  
462  
463  
464  
465  
466  
467  
468  
469  
470  
471  
472  
473  
474  
475  
476  
477  
478  
479  
480  
481  
482  
483  
484  
485  
486  
487  
488  
489  
490  
491  
492  
493  
494  
495  
496  
497  
498  
499  
500



C. & N. W. #1193, class Q, an oil burner, Norfolk, Nebraska, 1931.



C. & N. W. #584, oil burner at Fremont, Nebraska, 1931. One of the last of the now extinct class A's, made famous in 1899 for its record run with the "Fast Mail."

440 R-I	4-6-0 Schen	1906	38524	Rebuilt 2-10-30.	
441 R-I	4-6-0 Schen	1905	30301		
442 R-I	4-6-0 Schen	1906	38525		
443 S-4	4-6-0 Schen	1891	3564	Rebuilt 11-21.	Sc. 8-11-31
444 R-I	4-6-0 Schen	1906	38526		
445 R-I	4-6-0 Schen	1906	38527	Rebuilt 8-26.	
446 R-I	4-6-0 Schen	1906	38528		
447 R-I	4-6-0 Schen	1906	38529		
448 R-I	4-6-0 Schen	1906	38530		
449 R-I	4-6-0 Schen	1906	38531		
450 R-I	4-6-0 Schen	1908	45740		
451 R-I	4-6-0 Schen	1905	30302		
452 R-I	4-6-0 Bald	1907	31745		
453 R-I	4-6-0 Schen	1908	45741		
454 R-I	4-6-0 Schen	1905	30303		
455 R-I	4-6-0 Schen	1908	45742		
456 R-I	4-6-0 Schen	1908	45743	Rebuilt 5-26.	
457 R-I	4-6-0 Schen	1908	45744	Rebuilt 3-28.	
458 R-I	4-6-0 Schen	1908	45745		
459 M-I	0-6-0 Rd Is	1905	38063		Sc. 6-30-31
460 M-I	0-6-0 Schen	1909	45765		Sc. 4-30-31
461 M-I	0-6-0 Rd Is	1905	38064	Rebuilt 2-25.	
462 R-I	4-6-0 Schen	1905	30315		
463 R-I	4-6-0 Schen	1905	30316		
464 D	4-4-2 Schen	1904	29707		
465 R	4-6-0 Schen	1899	5245	Rebuilt 10-24.	Sc. 6-19-37
466 R-I	4-6-0 Schen	1905	30304		
467 R-I	4-6-0 Schen	1905	30305		
468 G	4-8-0 NG Schen	1892	3703	Orig. FEMV 210. Chgd. to 1300, 6-03; 468, 1-05. Sc. 12-13-24	
469 R-I	4-6-0 Schen	1905	30595		
470 R-I	4-6-0 Schen	1905	30596		
471 R-I	4-6-0 Schen	1905	30597		
472 R-I	4-6-0 Schen	1905	30598		
473 R-I	4-6-0 Schen	1905	30599		
474 R-I	4-6-0 Schen	1905	30600		
475 D	4-4-2 Schen	1904	29708		
476 R-I	4-6-0 Schen	1905	30306		
477 G	4-8-0 NG Schen	1902	26610	Orig. FEMV 211. Chgd. to 1301, 6-03; 477, 1-05. Sc. 11-23-28	
478 R-I	4-6-0 Schen	1905	30307		Sc. 11- 4-36
479 R-I	4-6-0 Schen	1905	30312		
480 R-I	4-6-0 Schen	1905	30601		
481 R-I	4-6-0 Schen	1905	30308		
482 D	4-4-2 Schen	1904	29709		
483 R-I	4-6-0 Schen	1905	30309		
484 R-I	4-6-0 Schen	1905	30602		
485 R-I	4-6-0 Schen	1905	30603		
486 R-I	4-6-0 Schen	1905	30604		
487 R-I	4-6-0 Schen	1905	30605		
488 R-I	4-6-0 Schen	1905	30606		
489 R-I	4-6-0 Schen	1905	30607		
490 R-I	4-6-0 Schen	1905	30608		
491 R-I	4-6-0 Schen	1905	30609		
492 L	4-6-2 Schen	1910	47898		Sc. 4-22-35
493 D	4-4-2 Schen	1904	29710		
494 L	4-6-2 Schen	1910	47899		Sc. 5- 6-35
495 L	4-6-2 Schen	1910	49010		Sc. 6-13-35
496 L	4-6-2 Schen	1910	49011		Sc. 7- 2-35
497 Q	4-6-0 Rogers	1906	38558	Orig. 1323. Changed to PRCNW 1, 7-24-07: 497, 8-22-20.	Sc. 2- 4-29

498 Q	4-6-0 Rogers	1906	38559	Orig. 1324.	Changed to PRCNW 2, 8-1-07;	532 A	
499 Q	4-6-0 Rogers	1906	38560	498, 8-7-20.	Sc. 1-10-29	533 A	
500 Q	4-6-0 Rogers	1906	38561	Orig. 1325.	Changed to PRCNW 3, 7-23-07;	533 S	
501 Q	4-6-0 Rogers	1906	38562	499, 8-3-20.	Sc. 1-26-29	534 A	
502 Q	4-6-0 Rogers	1906	38563	Orig. 1326.	Changed to PRCNW 4, 7-24-07;	535 A	
503 Q	4-6-0 Rogers	1906	38564	500, 8-10-20.	Sc. 1-10-29	535 S	
504 Q	4-6-0 Rogers	1906	38565	Orig. 1327.	Changed to PRCNW 5, 7-23-07;	536 A	
505 Q	4-6-0 Rogers	1906	38566	501, 8-3-20.	Sc. 7-22-31	537 A	
506 Q	4-6-0 Rogers	1906	38567	Orig. 1328.	Changed to PRCNW 6, 8-6-07;	538 A	
				502, 8-6-20.	Sc. 3-14-29	539 A	
				Orig. 1329.	Changed to PRCNW 7, 7-31-07;	540 A	
				503, 8-4-20.	Sc. 7-30-31	541 A	
				Orig. 1330.	Changed to PRCNW 8, 7-22-07;	542 A	
				504, 8-16-20.	Sc. 1-12-29	543 A	
				Orig. 1331.	Changed to PRCNW 9, 7-22-07;	543 A	
				505, 8-10-20.	Sc. 8-13-31	544 A	
				Orig. 1332.	Changed to PRCNW 10, 8-2-07;	545 A	
				506, 8-4-20.	Sc. 1-24-29	546 A	
						547 A	
507 A-3	4-4-0 Schen	1883	1727		Sc. 1-20-14	547 A	
508 A-3	4-4-0 Schen	1883	1728	Chgd. WSP 4, 10-15-97; 892, 3-9-00.	Sc. 9-14-12	547 A	
508 R	4-6-0 Schen	1897	4607			548 A	
509 A-3	4-4-0 Schen	1883	1729		Sc. 4-15-13	549 A	
510 A-3	4-4-0 Schen	1883	1730		Sc. 7-15-12	550 A	
511 A-3	4-4-0 Schen	1883	1731	Chgd. WSP 12, 12-5-89; 900, 2-17-00.	Sc. 9-10-12	551 A	
511 S-2	4-6-0 Schen	1890	3021	Rebuilt 1-21.		551 A	
512 A-3	4-4-0 Schen	1883	1732	Chgd. WSP 32, 1-90; 1032, 7-00.	Sc. 11- 1-12	551 A	
512 S-2	4-6-0 Schen	1890	3022	Rebuilt 1-26-24.	Sc. 5- 3-27	552 A	
513 A-3	4-4-0 Schen	1883	1733	Changed to 528, 9-10-90.	Sc. 3-13-13	553 A	
513 S-2	4-6-0 Schen	1890	3210		Sc. 10-19-25	554 A	
514 A-3	4-4-0 Schen	1883	1734		Sc. 7-30-15	554 A	
515 A-3	4-4-0 Schen	1883	1735		Sc. 5-24-11	555 A	
516 A-3	4-4-0 Schen	1883	1736	Chgd. WSP 35, 10-9-97; 1035, 7-11.	Sc. 1-13-11	556 A	
516 R	4-6-0 Schen	1897	4608			556 A	
517 A-3	4-4-0 Schen	1883	1737	Chgd. 547, 8-30-90; WSP 48, 12-3-91;	Sc. 9-20-12	557 A	
518 A-3	4-4-0 Schen	1883	1738	7-10-00.	Sc. 9-10-12	557 A	
					Sc. 6-30-25	557 A	
518 S-2	4-6-0 Schen	1890	3211		Sc. 1-10-14	557 A	
519 A-3	4-4-0 Schen	1883	1739	Chgd. WSP 1, 11-22-87; 889, 6-18-00.	Sc. 9- 4-13	557 A	
520 A-3	4-4-0 Schen	1883	1740		Sc. 11-29-19	557 A	
520 C-3	4-4-0 Schen	1887	2482		Sc. 11- 9-12	560 A	
521 A-3	4-4-0 Schen	1883	1741		Sc. 4-28-13	560 A	
522 A-3	4-4-0 Schen	1883	1742	Chgd. to FEMV 90, 8-90; 1290, 5-03.	Sc. 11-26-12	560 A	
523 A-3	4-4-0 Schen	1883	1743		Sc. 8-14-25	560 A	
523 S-2	4-6-0 Schen	1890	3212	Chgd. to FEMV 91, 8-25-90; 1291, 5-03.	Sc. 12- 7-14	560 A	
524 A-3	4-4-0 Schen	1883	1744		Rebuilt 1-24.	Sc. 7-23-31	560 A
524 S-2	4-6-0 Schen	1890	3213	Chgd. WSP 36, 10-25-97; 1036, 6-29-00.	Sc. 4-30-12	560 A	
525 A-3	4-4-0 Schen	1883	1745		Sc. 10-10-28	560 A	
525 R	4-6-0 Schen	1897	4609	Chgd. WSP 34, 10-10-87; 1034, 3-16-00.	Sc. 8-15-14	560 A	
526 A-3	4-4-0 Schen	1883	1746		Sc. 2-18-13	560 A	
527 A-3	4-4-0 Schen	1883	1789		Sc. 5-20-22	560 A	
527 D-12	4-6-0 Bald	1888	9501	Chgd. FEMV 92, 9-10-90; 1292, 5-03.	Sc. 3-27-13	560 A	
528 A-3	4-4-0 Schen	1883	1790	Orig. 513. Chgd. to 528, 9-10-90.	Sc. 3-13-13	560 A	
528 A-3	4-4-0 Schen	1883	1733		Sc. 7-28-13	560 A	
529 A-3	4-4-0 Schen	1883	1791	Chgd. FEMV 88, 8-22-90; 1288, 5-03.	Sc. 7- 1-14	560 A	
530 A-3	4-4-0 Schen	1883	1792	Rebuilt 10-21.	Sc. 7- 8-31	560 A	
530 S-2	4-6-0 Schen	1890	3214		Sc. 9-10-12	560 A	
531 A-3	4-4-0 Schen	1883	1793			560 A	

-29	532 A-3	4-4-0 Schen	1883	1794	Chgd. WSP 9, 3-10-91; 897, 8-31-00.	Sold 7-31-13
-29	533 A-3	4-4-0 Schen	1883	1795		Sc. 10-5-14
-29	533 S-2	4-6-0 Schen	1891	3387		Sold 5-10-25
-29	534 A-3	4-4-0 Schen	1883	1796		Sc. 1-14-13
-29	535 A-3	4-4-0 Schen	1883	1797	Chgd. WSP 10, 1-26-97; 898, 10-00.	Sc. 12-31-14
-29	535 S-2	4-6-0 Schen	1891	3388	Rebuilt 11-20.	Sc. 7-15-31
-31	536 A-3	4-4-0 Schen	1883	1798		Sc. 3-22-13
-31	537 A-3	4-4-0 Schen	1883	1799		Sc. 1-8-13
-29	538 A-3	4-4-0 Schen	1883	1800		Sc. 9-21-14
-29	539 A-3	4-4-0 Schen	1883	1801		Sc. 8-15-14
-29	540 A-3	4-4-0 Schen	1883	1802		Sold 11-24-13
-29	541 A-3	4-4-0 Schen	1883	1803		Sc. 3-1-12
-29	542 A-3	4-4-0 Schen	1883	1804		Sc. 8-23-13
-29	543 A-3	4-4-0 Schen	1883	1805	Chgd. WSP 13, 3-11-91; 1013, 7-7-00.	Sc. 5-18-14
-29	543 S-2	4-6-0 Schen	1891	3389	Rebuilt 2-24.	Sc. 3-31-30
-29	544 A-3	4-4-0 Schen	1883	1806		Sc. 9-18-12
-29	545 A-3	4-4-0 Schen	1883	1807		Sc. 1-3-12
-29	546 A-3	4-4-0 Schen	1883	1808		Sc. 10-16-11
-29	547 A-3	4-4-0 Schen	1883	1816	Chgd. FEMV 89, 8-28-90; 1289, 5-03.	Sc. 1-29-15
-2	547 A-3	4-4-0 Schen	1883	1738	Orig. 518. Chgd. to 547, 8-30-90; WSP 48, 12-3-91; 1048, 7-10-00.	Sc. 12-3-9-10-12
-2	547 S-4	4-6-0 Schen	1891	3569		Sold 6-30-25
-2	548 A-3	4-4-0 Schen	1883	1817		Sc. 3- 9-14
-2	549 A-3	4-4-0 Schen	1883	1818		Sc. 8-29-12
-2	550 A-3	4-4-0 Schen	1883	1819		Sc. 2-10-14
-2	551 A-3	4-4-0 Schen	1883	1820	Chgd. WSP 49, 8-8-88; 1049, 8-00.	Sc. 0-28-12
-2	551 D-12	4-6-0 Bald	1888	9502		Sc. 10-18-19
-2	552 A-3	4-4-0 Schen	1883	1821		Sc. 9-25-14
-2	553 A-3	4-4-0 Schen	1883	1822		Sc. 9-14-12
-2	554 A-3	4-4-0 Schen	1883	1823		Sc. 4- 8-14
-2	554 S-2	4-6-0 Schen	1890	3023	Chgd. WSP 50, 5-3-90; 1050, 6-29-00.	Sc. 5-14-27
-2	555 A-3	4-4-0 Schen	1883	1824		Sc. 2-14-06
-2	555 R-1	4-6-0 Bald	1907	31746		
-2	556 A-3	4-4-0 Schen	1883	1825		Sc. 3-18-13
-2	556 Q	4-6-0 Rogers	1906	38543	Orig. W&NW 1. Chgd. to 556, 8-3-20.	Sc. 4-30-28
-2	557 A-3	4-4-0 Schen	1883	1826		Sc. 11-24-13
-2	557 Q	4-6-0 Rogers	1906	38544	Orig. W&NW 2. Chgd. to 557, 8-4-20.	Sc. 3-14-29
-2	558 A-3	4-4-0 Schen	1883	1827		Sc. 6- 1-11
-2	558 Q	4-6-0 Rogers	1906	38545	Orig. W&NW 3. Chgd. to 558, 8-5-20.	Sc. 3-22-29
-2	559 A-3	4-4-0 Schen	1883	1828		Sc. 8-15-12
-2	559 Q	4-6-0 Rogers	1906	38546	Orig. W&NW 4. Chgd. to 559, 8-4-20.	Sc. 9- 9-29
-2	560 A-3	4-4-0 Schen	1883	1829		Sc. 7-30-15
-2	560 Q	4-6-0 Rogers	1906	38547	Orig. W&NW 5. Chgd. to 560, 8-9-20.	Sc. 3-23-29
-2	561 A-3	4-4-0 Schen	1883	1830		Sc. 7-19-13
-2	561 Q	4-6-0 Rogers	1906	38548	Orig. W&NW 6. Chgd. to 561, 8-3-20.	Sc. 3- 3-29
-2	562 A-3	4-4-0 Schen	1883	1831		Sc. 3- 2-12
-2	562 Q	4-6-0 Rogers	1906	38549	Orig. W&NW 7. Chgd. to 562, 8-21-20.	Sc. 7-13-31
-2	563 A-3	4-4-0 Schen	1883	1832		Sc. 5-20-13
-2	563 Q	4-6-0 Rogers	1906	38550	Orig. W&NW 8. Chgd. to 563, 8-5-20.	Sc. 1-18-29
-2	564 A-3	4-4-0 Schen	1883	1833		Sc. 8-29-12
-2	564 Q	4-6-0 Rogers	1906	38551	Orig. W&NW 9. Chgd. to 564, 8-6-20.	Sc. 8- 5-31
-2	565 A-3	4-4-0 Schen	1883	1834		Sc. 2-20-13
-2	565 Q	4-6-0 Rogers	1906	38552	Orig. W&NW 10. Chgd. to 565, 8-25-20.	Sc. 6-30-31
-2	566 A-3	4-4-0 Schen	1883	1835		Sc. 9- 3-12
-2	567 A-3	4-4-0 Schen	1883	1836		Sc. 9- 9-11
-2	568 A-3	4-4-0 Schen	1883	1837		Sc. 8-21-14
-2	569 A-3	4-4-0 Schen	1883	1838	Chgd. WSP 51, 2-24-91; 1051, 6-16-00.	Sc. 3-25-13
-2	569 S-2	4-6-0 Schen	1891	3390		Sc. 3-16-20
-2	570 A-3	4-4-0 Schen	1883	1839		Sc. 12- 9-12
-2	571 A-3	4-4-0 Schen	1883	1840		Sc. 4-15-13

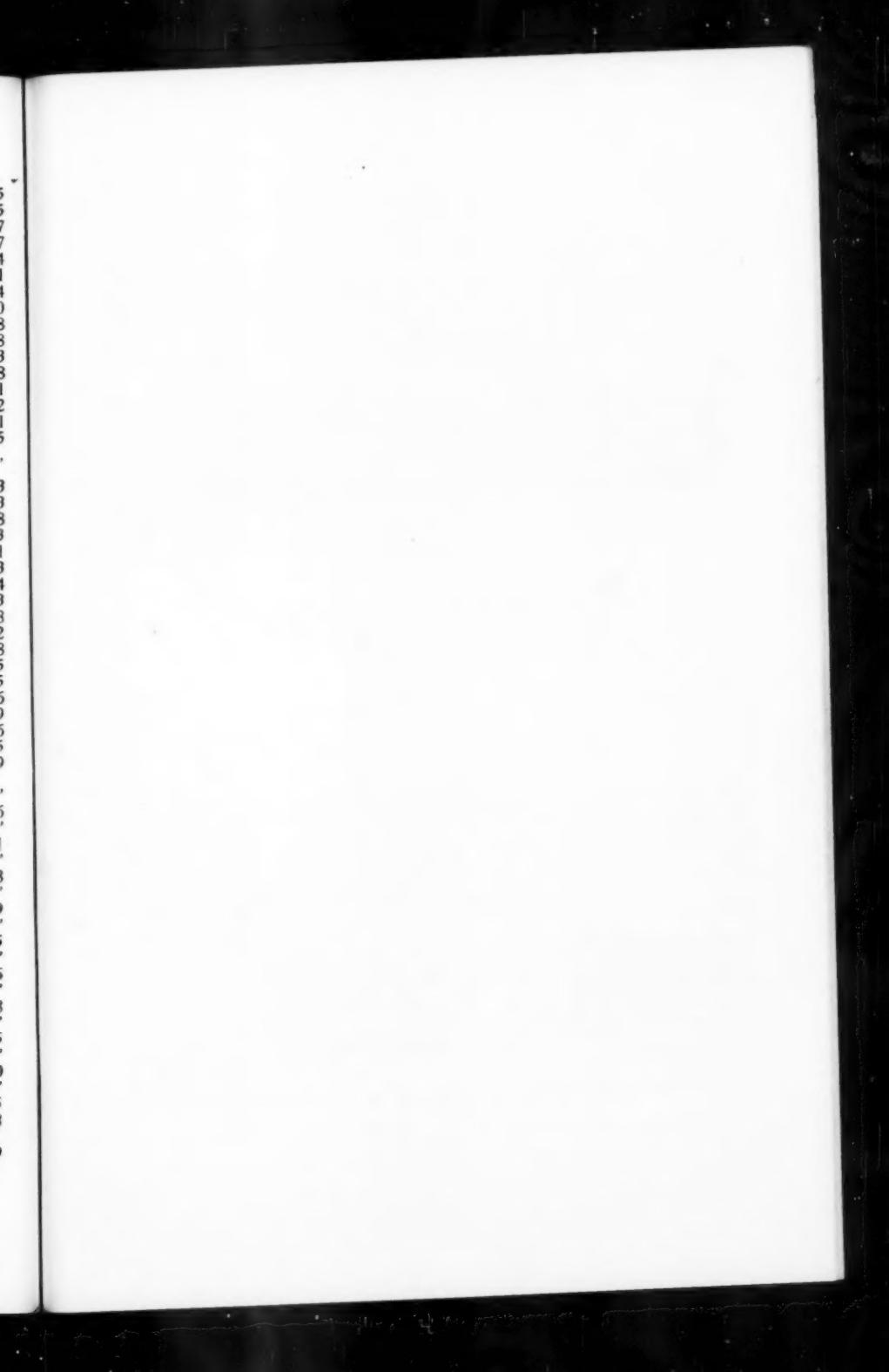
572 D-2a	2-6-0 Brooks	1883	909	Converted to Shop Tfr. #7, 4-4-12.	Sc. 7-8-30	594 Q
573 D-6	4-4-0 Bald	1875			Sc. 7-17-99	594 R
573 R	4-6-0 Schen	1899	5246		Sc. 6-29-31	595 D
574 K-1	0-4-0 Schen	1884	1882	Changed to A-574, 9-10.	Sc. 12-6-10	595 Q
574 M-1	0-6-0 Schen	1910	47881		Sc. 3-31-30	595 Q
<hr/>						
First Series #575 to 593 incl:—						
575 K-1	0-4-0 Schen	1884	1883		Sc. 12-10-10	596 R
576 K-1	0-4-0 Schen	1884	1884		Sc. 12-31-10	596 D
577 K-1	0-4-0 Schen	1884	1885	Changed to Round House #2, 2-10-11; Shop Tfr. #4, 11-11.	Sc. 12- -23	596 Q
578 K-1	0-4-0 Schen	1884	1886		Sc. 2-11-11	596 R
579 K-1	0-4-0 Schen	1884	1887		Sc. 2- 3-11	597 C
580 K-1	0-4-0 Schen	1884	1888		Sc. 10- 7-10	598 C
581 K-1	0-4-0 Schen	1884	1889		Sc. 2-15-11	599 C
582 K-1	0-4-0 Schen	1884	1890		Sc. 1-18-11	600 C
583 K-1	0-4-0 Schen	1884	1891		Sc. 10-22-10	601 C
584 D-1a	4-6-0 Schen	1885	1963	Chgd. WSP 53, 4-10-93; 1053, 2-27-00.	Sc. 10-20-19	602 C
585 D-1a	4-6-0 Schen	1885	1964	Changed to WSP 54, 3-23-93; FEMV 213, 8-98; 1203, 5-03.	Sc. 5- 9-18	603 C
586 D-1a	4-6-0 Schen	1885	1965	Chgd. WSP 55, 6-14-94; 1055, 7-00.	Sc. 2-10-15	604 C
587 D-1a	4-6-0 Schen	1885	1966	Changed to WSP 56, 8-17-93; FEMV 217, 8-27-98; 1207, 5-03.	Sc. 9- 4-20	605 C
588 D-1a	4-6-0 Schen	1885	1967	Chgd. WSP 57, 12-26-93; 1057, 3-13-00.	Sc. 8-19-19	606 C
589 D-1a	4-6-0 Schen	1885	1968	Chgd. WSP 58, 11-19-93; 1058, 8-28-00.	Sc. 8- 1-22	607 C
590 D-1a	4-6-0 Schen	1885	1969	Changed to WSP 59, 12-12-93; 1059, 4-24-00.	Sc. 4- 5-21	610 C
591 D-1a	4-6-0 Schen	1885	1970	Changed to WSP 60, 8-10-93; 1060, 2-16-00.	Sc. 3- 3-15	610 C
592 D-1a	4-6-0 Schen	1885	1971	Changed to WSP 61, 11-16-93; FEMV 212, 8-98; FEMV 227, 10-19-02; 1217, 3-03.	Sc. 12-31-14	611 C
593 D-1a	4-6-0 Schen	1885	1972	Changed to WSP 62, 6-6-93; 1062, 3-9-00.	Sc. 1-20-23	611 C
<hr/>						
Second Series #575 to 593 incl:—						
575 M-1	0-6-0 Schen	1910	47882		Sc. 5-18-37	612
576 M-1	0-6-0 Schen	1910	47883		Sc. 7-10-31	612
577 M-1	0-6-0 Schen	1910	47884		Sc. 7-17-31	613
578 M-1	0-6-0 Schen	1910	47885		Sc. 12-18-36	614
579 M-1	0-6-0 Schen	1910	47886		Sc. 5-20-35	615
580 M-1	0-6-0 Schen	1910	47887		Sc. 1-20-31	613
581 M-1	0-6-0 Schen	1910	47888		Sc. 5-13-35	614
582 M-1	0-6-0 Schen	1910	47889		Sc. 4-13-37	615
583 M-1	0-6-0 Schen	1910	47890		Sc. 3-18-30	614
584 A	4-4-0 Schen	1895	4337		Sc. 4-23-35	614
585 A	4-4-0 Schen	1895	4338	Rebuilt 6-25.	Sc. 6-21-35	615
586 A	4-4-0 Schen	1895	4339		Sc. 12-20-28	615
587 A	4-4-0 Schen	1895	4365		Sc. 12-15-28	615
588 A	4-4-0 Schen	1895	4366		Sc. 7-24-31	615
589 A	4-4-0 Schen	1895	4367		Sc. 4-10-28	616
590 A	4-4-0 Schen	1895	4368		Sc. 4-29-31	616
591 A	4-4-0 Schen	1895	4369		Sc. 12-22-28	617
592 A	4-4-0 Schen	1895	4370		Sc. 7-11-31	617
593 A	4-4-0 Schen	1895	4371		Sc. 5-28-27	617
<hr/>						
594 D-1a	4-6-0 Schen	1885	1973	Changed to FEMV 222, 5-31-98; 1212, 4-03.	Sc. 4- 5-21	617

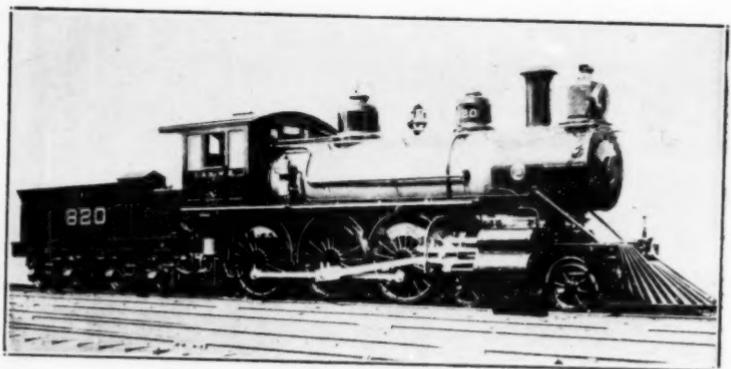
8-30	594 Q	4-6-0 Schen	1898	4847	Changed to FEMV 2, 5-01; 1177, 3-03.	Sc. 4- 5-28
7-99	594 R-1	4-6-0 Schen	1901	6207		
9-31	595 D-1a	4-6-0 Schen	1885	1974	Changed to FEMV 219, 8-31-98; 1209, 5-03.	Sc. 1-13-15
6-10	595 Q	4-6-0 Schen	1898	4848	Changed to FEMV 24, 5-01; 1184, 5-03.	Sc. 4- 1-27
1-30	595 R-1	4-6-0 Schen	1901	6208		
0-10	596 D-1a	4-6-0 Schen	1885	1975	Changed to FEMV 225, 5-18-01; 1215, 5-03.	Sc. 12-21-15
1-10	596 Q	4-6-0 Schen	1898	4849	Changed to FEMV 26, 5-01; 1186, 4-03.	Sc. 11- 8-28
-23	596 R-1	4-6-0 Schen	1901	6209		
1-11	597 C-2	4-4-0 Schen	1885	1951		Sc. 8-23-12
1-11	598 C-2	4-4-0 Schen	1885	1952		Sc. 11- 3-21
7-10	599 C-2	4-4-0 Schen	1885	1953		Sc. 12- 7-15
1-11	600 C-2	4-4-0 Schen	1885	1954		Sc. 8- 7-12
1-10	601 C-2	4-4-0 Schen	1885	1955		Sc. 10- 2-13
1-19	602 C-2	4-4-0 Schen	1885	1956		Sc. 9-11-20
98;	603 C-2	4-4-0 Schen	1885	1957		Sc. 1- 2-15
1-18	604 C-2	4-4-0 Schen	1885	1958		Sc. 3-31-21
1-15	605 C-2	4-4-0 Schen	1885	1959		Sc. 3- 5-17
27-	606 C-2	4-4-0 Schen	1885	1960		Sc. 3-30-21
20-	607 C-2	4-4-0 Schen	1885	1961		Sc. 12-15-21
1-19	608 C-2	4-4-0 Schen	1885	1962		Sc. 6-28-19
609 D-1a	4-6-0 Schen	1885	1986	Changed to FEMV 218, 8-29-98; 1208, 5-03.	Sc. 11-25-19	
22	609 Q	4-6-0 Schen	1898	4850	Chgd. to FEMV 3, 6-5-02; 1178, 4-05.	Sc. 3-29-28
21	609 K	0-6-0 Rd Is	1902	26515		Sc. 4- 9-28
15	610 D-1a	4-6-0 Schen	1885	1987	Chgd. to FEMV 224, 8-98; 1214, 5-03.	Sc. 8-30-15
14	610 Q	4-6-0 Schen	1898	4851	Chgd. to FEMV 28, 8-23-01; 1188, 6-03.	
23	610 K	0-6-0 Rd Is	1902	25384		Sc. 2-21-29
611 D-1a	4-6-0 Schen	1885	1988	Chgd. to FEMV 221, 9-98; 1211, 5-03.	Sc. 4-23-28	
611 Q	4-6-0 Schen	1898	4852	Chgd. to FEMV 5, 6-02; 1189, 4-03.	Sc. 2-17-15	
611 K	0-6-0 Rd Is	1902	26514		Sc. 10-16-28	
612 D-1a	4-6-0 Schen	1885	1989	Chgd. to FEMV 220, 9-15-98; 1210, 5-03.	Sc. 5-11-28	
612 Q	4-6-0 Schen	1898	4853	Chgd. to FEMV 1, 5-29-02; 1176, 4-03.	Sc. 12- 7-21	
612 K	0-6-0 Rd Is	1902	26516		Sc. 11-10-28	
613 D-1a	4-6-0 Schen	1885	1990	Chgd. to FEMV 216, 8-98; 1206, 6-03.	Sc. 4- 7-28	
613 Q	4-6-0 Schen	1898	4854	Chgd. to FEMV 6, 6-28-02; 1190, 4-03.	Sc. 11-18-19	
613 K	0-6-0 Rd Is	1902	26517		Sc. 11- 3-28	
614 D-1a	4-6-0 Schen	1885	1991	Chgd. to FEMV 223, 11-98; 1213, 5-03.	Sc. 4-11-28	
614 Q	4-6-0 Schen	1898	4855	Chgd. to FEMV 4, 6-10-02; 1179, 4-03.	Sc. 10-20-22	
614 K	0-6-0 Rd Is	1902	26518	Converted to Shop Tfr. #25, 12-31-28.	Sc. 10-10-28	
615 D-1a	4-6-0 Schen	1885	1992	Chgd. to FEMV 214, 8-98; 1204, 6-03.	Sc. 8-30-15	
615 Q	4-6-0 Schen	1898	4856	Chgd. to FEMV 27, 7-21-02; 1187, 4-03.	Sc. 2-23-27	
615 K	0-6-0 Rd Is	1902	26519		Sc. 7- 8-37	
616 D-1a	4-6-0 Schen	1885	1993	Chgd. to FEMV 226, 8-98; 1216, 5-03.	Sc. 1-29-15	
616 Q	4-6-0 Schen	1898	4857	Chgd. to FEMV 22, 9-12-01; 1182, 6-03.	Sc. 12-20-17	
616 K	0-6-0 Rd Is	1902	25385		Sc. 7-15-31	
617 D-1a	4-6-0 Schen	1885	1994	Chgd. to FEMV 215, 8-98; 1205, 5-03.	Sc. 4-12-28	
617 Q	4-6-0 Schen	1898	4858	Chgd. to FEMV 23, 9-17-01; 1183, 4-03.	Sc. 12-20-17	
617 K	0-6-0 Rd Is	1902	25386		Sc. 11- 9-28	
					Sc. 3-31-30	

618 D-1b	4-6-0 Schen	1885	1995	Sc. 6-12-13
619 C-3	4-6-0 Schen	1886	2059	Sc. 3-10-20
620 C-3	4-6-0 Schen	1886	2060	Sc. 4-15-19
621 C-3	4-6-0 Schen	1886	2061	Sc. 11-21-14
622 C-3	4-6-0 Schen	1886	2062	Sc. 7-25-31
623 C-3	4-6-0 Schen	1886	2063	Sc. 10-15-28
624 C-3	4-6-0 Schen	1886	2064	Sc. 7-26-27
625 C-3	4-6-0 Schen	1886	2065	Sc. 5- 8-35
626 C-3	4-6-0 Schen	1886	2070	Sc. 6- 9-26
627 C-3	4-6-0 Schen	1886	2071	Sc. 5-13-19
628 C-3	4-6-0 Schen	1886	2072	Sc. 2-26-29
628 R	4-6-0 Schen	1897	4631	Sc. 2- 9-29
629 C-3	4-6-0 Schen	1886	2073	Sc. 5- 7-19
629 R	4-6-0 Schen	1897	4632	Sc. 1-28-29
630 C-3	4-6-0 Schen	1886	2074	Sc. 8-25-15
631 C-3	4-6-0 Schen	1886	2075	Sc. 3- 1-29
632 C-3	4-6-0 Schen	1886	2076	Sc. 6-20-17
633 C-3	4-6-0 Schen	1886	2077	Sc. 7-22-19
634 C-3	4-6-0 Schen	1886	2078	Sc. 11-20-19
635 C-3	4-6-0 Schen	1886	2079	Sc. 12-31-25
636 C-3	4-6-0 Schen	1886	2080	Sc. 7- 7-19
637 C-3	4-6-0 Schen	1886	2081	Sc. 10-21-19
638 C-3	4-6-0 Schen	1886	2082	Sc. 5- 5-20
639 C-3	4-6-0 Schen	1886	2083	Sc. 3-21-29
640 C-3	4-6-0 Schen	1886	2084	Sc. 3-17-20
641 C-3	4-6-0 Schen	1886	2085	Sc. 10-11-28
642 C-3	4-6-0 Schen	1886	2086	Sc. 24-86
643 C-3	4-6-0 Schen	1886	2087	Orig. 332. Changed to 644, 7-5-86.
644 —	— See Note "A"			Sold 3-28-00
644 E-2	4-6-0 Grant	1874		Sc. 6- 4-35
644 R	4-6-0 Schen	1900	5356	See Note "A".
645 Q-1	4-6-0 C&NW	1867		Sc. 9- 1-87
645 Q-1	4-6-0 C&NW	1867		Orig. 95. Changed to 645, 9-10-87.
645 S-2	4-6-0 Schen	1890	3024	Sc. 5- 3-90
646 O-3	4-6-0 M K&A	1867		Sc. 6-30-25
646 S-4	4-6-0 Schen	1891	3565	See Note "A".
647 O-3	4-6-0 M K&A	1867		Originally simple. Rebuilt with Baldwin compound cylinders 4-12-97. Rebuilt and made simple 9-20-01. Rebuilt 1-1921.
647 S-4	4-6-0 Schen	1891	3566	Sc. 8-12-31
648 O-3	4-6-0 M K&A	1867		See Note "A".
648 S-2	4-6-0 Schen	1890	3301	Sc. 11-26-91
649 O-3	4-6-0 M K&A	1867		Sc. 11-31-25
649 S-2	4-6-0 Schen	1890	3025	Sc. 4-23-90
650 —	— See Note "A"			See Note "A".
650 D-12	4-6-0 Bald	1888	9509	Sc. 5- 6-90
651 O-6	4-6-0 M K&A	1867		Sc. 6-30-25
651 R	4-6-0 Schen	1900	5357	Sc. 10- 8-88
652 —	— C&NW	1866		Sc. 12-22-17
652 S-2	4-6-0 Schen	1890	3026	Rebuilt 1885. See Note "A".
653 —	— See Note "A"			Sold 2- 8-00
653 D-12	4-6-0 Bald	1888	9510	Sc. 7-11-35
654 C-3	4-6-0 Schen	1887	2253	See Note "A".
655 C-3	4-6-0 Schen	1887	2254	Rebuilt to class C-5, 10-16.
656 C-3	4-6-0 Schen	1887	2255	Rebuilt to class C-5, 12-20.
657 C-3	4-6-0 Schen	1887	2256	Rebuilt to class C-5, 4-16.
658 C-3	4-6-0 Schen	1887	2257	Sc. 12-31-25
659 C-3	4-6-0 Schen	1887	2258	Rebuilt to class C-5, 8-16.
660 C-3	4-6-0 Schen	1887	2259	Rebuilt to class C-5, 11-23.
				Sc. 10- 8-88
				Sc. 3- 5-21
				Sc. 2- 6-29
				Sc. 3- 6-30
				Sc. 1-21-29
				Sc. 12-10-28
				Sc. 2-14-29
				Sc. 11-25-19

-13	661	C-3	4-4-0 Schen	1887	2260	Rebuilt to class C-5, 1-31-23.	Sc. 5-11-27
-20	662	C-3	4-4-0 Schen	1887	2261	Rebuilt to class C-5, 8-16.	Sc. 7-23-31
-19	663	C-3	4-4-0 Schen	1887	2262		Sc. 12- 1-19
-14	664	C-3	4-4-0 Schen	1887	2263		Sc. 11-26-19
-31	665	C-3	4-4-0 Schen	1887	2264		Sc. 6-18-17
-28	666	C-3	4-4-0 Schen	1887	2265	Rebuilt to class C-5, 11-30-20.	Sc. 11- 1-26
-27	667	C-3	4-4-0 Schen	1887	2266		Sc. 3-13-20
-35	668	C-3	4-4-0 Schen	1887	2267		Sc. 11-11-19
-26	669	C-3	4-4-0 Schen	1887	2268	Rebuilt to class C-5, 6-27-16.	Sc. 5- 1-35
-19	670	C-3	4-4-0 Schen	1887	2269	Rebuilt to class C-5, 10-20-21.	Sc. 5-11-27
-24	671	C-3	4-4-0 Schen	1887	2270	Rebuilt to class C-5, 8-21.	Sc. 1-19-29
-26	672	C-3	4-4-0 Schen	1887	2271	Rebuilt to class C-5, 6-24-16.	Sc. 11-29-26
-35	673	C-3	4-4-0 Schen	1887	2272	Rebuilt to class C-5, 4-21.	Sc. 2-13-29
-e-	674	C-3	4-4-0 Schen	1887	2273	Rebuilt to class C-5, 3-16.	Sc. 7-15-31
-29	675	C-3	4-4-0 Schen	1887	2274	Rebuilt to class C-5, 8-19.	Sc. 3- 1-29
-29	676	C-3	4-4-0 Schen	1887	2275	Rebuilt to class C-5, 2-28-23.	Sc. 4-16-35
-19	677	C-3	4-4-0 Schen	1887	2276	Rebuilt to class C-5, 1-31-22.	Sc. 4-22-35
-29	678	C-3	4-4-0 Schen	1887	2277	Rebuilt to class C-5, 2-23.	Sc. 3-21-29
-15	679	C-3	4-4-0 Schen	1887	2278		Sc. 12-31-25
-29	680	C-3	4-4-0 Schen	1887	2279	Rebuilt to class C-5, 12-20.	Sc. 2- 6-30
-17	681	C-3	4-4-0 Schen	1887	2280	Rebuilt to class C-5, 1-25-17.	Sc. 11- 1-26
-19	682	C-3	4-4-0 Schen	1887	2281	Rebuilt to class C-5, 8-16.	Sc. 2-28-29
-19	683	C-3	4-4-0 Schen	1887	2282	Rebuilt to class C-5, 9-16. Changed to FEMV 96, 11-15-97; 1296, 4-03.	Sc. 5- 6-27
-25	683	R	4-6-0 Schen	1897	4633	Rebuilt 11-22.	Sc. 6-24-35
-19	684	C-3	4-4-0 Schen	1887	2483		Sc. 10-20-19
-20	685	C-5	4-4-0 Schen	1888	2549	Chgd. to SC&P 1, 8-18-95; 887, 9-01.	Sc. 4-20-20
-29	685	M	0-6-0 Schen	1896	4422	Rebuilt 7-24-16.	Sc. 11-26-28
-20	686	C-5	4-4-0 Schen	1888	2550	Rebuilt 1-18-23.	Sc. 2- 8-27
-28	687	C-5	4-4-0 Schen	1888	2551	Rebuilt 5-4-16.	Sc. 12-21-28
-36	688	C-5	4-4-0 Schen	1888	2552	Rebuilt 4-13-16. Changed to SC&P 12, 8-17-95;	Sc. 12- 9-26
-00	689	C-5	4-4-0 Schen	1888	2553	888, 9-01.	Sc. 11-11-26
-15	689	M	0-6-0 Schen	1896	4423		Sc. 12- 5-28
-0	690	C-5	4-4-0 Schen	1888	2554		Sc. 12-23-14
-5	691	C-5	4-4-0 Schen	1888	2555	Rebuilt 5-21.	Sc. 7-30-31
-1	692	C-5	4-4-0 Schen	1888	2556	Rebuilt 3-21-21.	Sc. 4-19-35
-1	693	C-5	4-4-0 Schen	1888	2557		Sold 12-31-25
-1	694	C-5	4-4-0 Schen	1888	2558	Rebuilt 6-25-20.	Sc. 5-28-20
-1	695	C-5	4-4-0 Schen	1888	2559	Rebuilt 5-27-16.	Sc. 2-16-29
-1	696	C-5	4-4-0 Schen	1888	2560	Rebuilt 12-22-16.	Sc. 1- 2-27
-1	697	C-5	4-4-0 Schen	1888	2561	Rebuilt 11-19.	Sc. 12- 9-26
-0	698	C-5	4-4-0 Schen	1888	2562	Rebuilt 5-21.	Sc. 2-15-29
-0	699	C-5	4-4-0 Schen	1888	2563	Rebuilt 4-29-19.	Sc. 7-23-31
-0	700	C-5	4-4-0 Schen	1888	2564	Rebuilt 11-19.	Sc. 12-28-28
-5	701	C-5	4-4-0 Schen	1888	2565	Rebuilt 5-21-23.	Sc. 12- 1-26
-3	702	C-5	4-4-0 Schen	1888	2566	Rebuilt 2-28-23.	Sc. 5-16-27
-7	703	C-5	4-4-0 Schen	1888	2567	Rebuilt 4-28-19.	Sc. 1- 2-27
-5	704	C-5	4-4-0 Schen	1888	2568		Sc. 6- 9-26
-5	705	S-1	4-6-0 Schen	1888	2611		Sc. 1-22-23
-0	706	S-1	4-6-0 Schen	1888	2612		Sc. 1-31-23
-0	707	S-1	4-6-0 Schen	1888	2613		Sc. 3-12-27
-3	708	S-1	4-6-0 Schen	1888	2614		Sc. 10-18-21
-0	709	S-1	4-6-0 Schen	1888	2615		Sc. 4-13-27
-0	710	S-1	4-6-0 Schen	1888	2616		Sc. 8- 3-24
-0	711	S-1	4-6-0 Schen	1888	2617		Sc. 6- 8-24
-0	712	S-1	4-6-0 Schen	1888	2618		Sc. 8- 3-24
-0	713	S-1	4-6-0 Schen	1888	2619		Sc. 1-10-23
-0	714	S-1	4-6-0 Schen	1888	2620		Sc. 6- 7-22
-0	715	S-1	4-6-0 Schen	1888	2621		Sc. 4-23-27
-0	716	S-1	4-6-0 Schen	1888	2622		Sc. 9-26-21

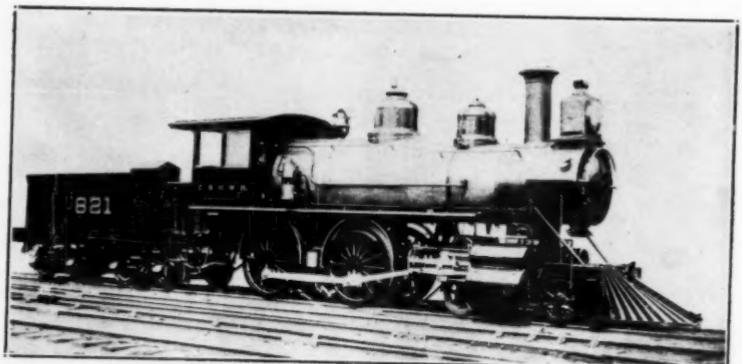
717 S-I	4-6-0 Schen	1888	2623	Sold	6-30-25
718 S-I	4-6-0 Schen	1888	2624	Sold	6-30-25
719 S-I	4-6-0 Schen	1888	2625	Sc.	4-23-27
720 S-I	4-6-0 Schen	1888	2626	Sc.	4-23-27
721 S-I	4-6-0 Schen	1888	2627	Sc.	6- 8-24
722 S-I	4-6-0 Schen	1888	2628	Sc.	11- 5-21
723 S-I	4-6-0 Schen	1888	2629	Sc.	8- 3-24
724 S-I	4-6-0 Schen	1888	2630	Sc.	8-27-30
725 K-3	0-6-0 Schen	1888	2536	Converted to Shop Tfr. #12, 3-30-21.	Sc. 2-18-28
726 K-3	0-6-0 Schen	1888	2537	Converted to Shop Tfr. #18, 6-19-24.	Sc. 5-25-28
727 K-3	0-6-0 Schen	1888	2538	Sc.	3-17-23
728 K-3	0-6-0 Schen	1888	2539	Converted to Shop Tfr. #15, 12-24-23.	Sc. 7-17-28
729 K-3	0-6-0 Schen	1888	2540	Sc.	10-29-21
730 K-3	0-6-0 Schen	1888	2541	Sc.	12-30-22
731 K-3	0-6-0 Schen	1888	2542	Sc.	10-12-21
732 K-3	0-6-0 Schen	1888	2543	Sc.	5-10-25
733 K-3	0-6-0 Schen	1888	2544	Sold to South Elgin Sand & Gravel Co., S. Elgin, Ill., 5-24-23.	
734 K-3	0-6-0 Schen	1888	2545	Sc.	1-19-23
735 K-3	0-6-0 Schen	1890	2997	Sc.	4- 9-23
736 K-3	0-6-0 Schen	1890	2998	Sc.	5-25-28
737 K-3	0-6-0 Schen	1890	2999	Sc.	4-30-23
738 K-3	0-6-0 Schen	1890	3000	Sc.	10-25-21
739 K-3	0-6-0 Schen	1890	3001	Converted to Shop Tfr. #11, 11-22-20.	Sc. 5-21-23
740 K-3	0-6-0 Schen	1890	3002	Sc.	9-20-24
741 K-3	0-6-0 Schen	1890	3003	Sc.	2- 5-23
742 K-3	0-6-0 Schen	1890	3004	Converted to Shop Tfr. #14, 3-30-23.	Sc. 11- 3-28
743 K-3	0-6-0 Schen	1890	3005	Sc.	12-30-22
744 K-3	0-6-0 Schen	1890	3006	Converted to Shop Tfr. #13, 12-30-23.	Sc. 7-31-28
745 S-2	4-6-0 Schen	1890	3007	Sc.	8-25-25
746 S-2	4-6-0 Schen	1890	3008	Sc.	11-30-25
747 S-2	4-6-0 Schen	1890	3009	Sc.	8- 3-16
748 S-2	4-6-0 Schen	1890	3010	Sc.	1-28-29
749 S-2	4-6-0 Schen	1890	3011	Sc.	5-20-16
750 S-2	4-6-0 Schen	1890	3012	Sc.	6-30-25
751 S-2	4-6-0 Schen	1890	3013	Rebuilt 4-21.	
752 S-2	4-6-0 Schen	1890	3014	Rebuilt 12-26-23.	
753	4-4-0 McK&A	1867		See Note "A"	
753 S-2	4-6-0 Schen	1890	3015	Sc.	6- 5-16
754	4-4-0 McK&A	1867		See Note "A"	
754 S-2	4-6-0 Schen	1890	3016	Sc.	7-15-31
755	4-4-0 McK&A	1867		See Note "A"	
755 S-2	4-6-0 Schen	1891	3391	Sc.	10- 6-28
756	4-4-0 McK&A	1867		See Note "A"	
756 S-2	4-6-0 Schen	1891	3392	Sc.	2-16-29
757	4-4-0 McK&A	1867		See Note "A"	
757 S-2	4-6-0 Schen	1891	3393	Sc.	10-31-25
758	4-4-0 McK&A	1867		See Note "A"	
758 S-2	4-6-0 Schen	1891	3394	Sc.	12-18-26
759	4-4-0 C&NW	1866		See Note "A"	
759 S-2	4-6-0 Schen	1891	3395	Sc.	4-14-28
760	4-4-0 C&NW	1866		See Note "A"	
760 S-2	4-6-0 Schen	1891	3396	Sc.	10-31-25
761	4-4-0 (Probably Rogers	1854, rebuilt 1867)		See Note "A"	
761 S-2	4-6-0 Schen	1891	3397	Sc.	3-16-20
762	4-4-0 (Probably Rogers	1854, rebuilt 1865)		See Note "A"	
762 S-2	4-6-0 Schen	1891	3398	Sc.	11-30-25
763 S-2	4-6-0 Schen	1891	3399	Rebuilt 10-21.	
764 S-2	4-6-0 Schen	1891	3400	Rebuilt 1-22-24.	
765 S-2	4-6-0 Schen	1891	3401	Rebuilt 5-24.	
766 S-2	4-6-0 Schen	1891	3402	Rebuilt 2-28-22.	





Courtesy of Baldwin Locomotive Works.

C. & N. W. #820, class D-13, Vauclain balanced compound.



Courtesy of Baldwin Locomotive Works.

C. & N. W. #821, class D-14, Vauclain balanced compound.

767  
768  
769  
770  
771  
772  
773  
774  
775  
776  
777  
778  
779  
780  
781  
782  
783  
784  
785  
786  
787  
788  
789  
790  
791  
792  
793  
794  
795  
796  
797  
798  
799  
800  
801  
802  
803  
804  
805  
806  
807  
808  
809  
810  
811  
812  
813  
814  
815  
816  
817  
818  
819  
820  
821

767 S-2	4-6-0 Schen	1891	3403	Rebuilt 11-20.	Sc. 10-19-25
768 S-2	4-6-0 Schen	1891	3404	Rebuilt 11-20.	Sc. 3- 1-29
769 S-2	4-6-0 Schen	1891	3405	Rebuilt 11-20.	Sc. 7-16-31
770 S-2	4-6-0 Schen	1891	3406	Rebuilt 5-21.	Sc. 7-15-31
771 S-2	4-6-0 Schen	1891	3407		Sc. 6-30-25
772 S-2	4-6-0 Schen	1891	3408		Sc. 5-10-25
773 S-2	4-6-0 Schen	1891	3409		Sc. 11-30-25
774 S-2	4-6-0 Schen	1891	3410		Sc. 2-10-17
775 S-2	4-6-0 Schen	1891	3411	Rebuilt 4-23-21.	
776 K-3	0-6-0 Schen	1891	3413		Sc. 6-23-22
777 K-3	0-6-0 Schen	1891	3414		Sc. 10-24-22
778 K-3	0-6-0 Schen	1891	3415		Sc. 4-30-23
779 K-3	0-6-0 Schen	1891	3416		Sc. 4-21-23
780 K-3	0-6-0 Schen	1891	3417		Sc. 10-21-21
781 S-3	4-6-0 Schen	1891	3353		Sc. 5- 5-20
782 S-3	4-6-0 Schen	1891	3354		Sc. 5- 8-25
783 S-3	4-6-0 Schen	1891	3355		Sc. 10-13-19
784 S-3	4-6-0 Schen	1891	3356		Sc. 11-29-22
785 S-3	4-6-0 Schen	1891	3357		Sc. 8- 3-24
786 S-3	4-6-0 Schen	1891	3358		Sc. 1- 5-23
787 S-3	4-6-0 Schen	1891	3359		Sc. 11-18-22
788 S-3	4-6-0 Schen	1891	3360		Sc. 3-21-20
789 S-3	4-6-0 Schen	1891	3361		Sc. 1-15-23
790 S-3	4-6-0 Schen	1891	3362		Sc. 8- 3-24
791 S-3	4-6-0 Schen	1891	3363		Sc. 5- 8-25
792 S-3	4-6-0 Schen	1891	3364		Sc. 11-11-22
793 S-3	4-6-0 Schen	1891	3365		Sc. 5- 8-25
794 S-3	4-6-0 Schen	1891	3366		Sc. 1-22-23
795 S-5	4-6-0 Schen	1892	3704	Chgd. to class S-4, 10-10-16.	Rebuilt 11-10-20.
796 S-5	4-6-0 Schen	1892	3705	Chgd. to class S-4, ab. 1916.	Rebuilt 10-29-21.
797 S-4	4-6-0 Schen	1892	3708		Sc. 2-13-29
798 S-4	4-6-0 Schen	1892	3709		Sc. 9- 1-25
799 S-5	4-6-0 Schen	1892	3710	Chgd. to class S-4, 5-1-18.	Sc. 11-30-25
800 S-4	4-6-0 Schen	1892	3711		Sc. 8-18-20
801 S-4	4-6-0 Schen	1892	3712	Rebuilt 12-21-23.	Sc. 12-12-25
802 S-4	4-6-0 Schen	1892	3713	Rebuilt 1-12-21.	Sc. 10-12-28
803 S-4	4-6-0 Schen	1892	3714	Rebuilt 11-23.	Sc. 7-17-31
804 S-4	4-6-0 Schen	1892	3715	Rebuilt 11-17-23.	Sc. 7- 18-31
805 S-4	4-6-0 Schen	1892	3716	Rebuilt 11-24-20.	Sc. 7- 7-31
806 S-4	4-6-0 Schen	1892	3717	Rebuilt 2-24.	Sc. 9-23-27
807 S-4	4-6-0 Schen	1892	3718	Rebuilt 11-24-23.	Sc. 7-13-31
808 S-4	4-6-0 Schen	1892	3719	Rebuilt 2-21-21.	Sc. 8- 6-27
809 S-4	4-6-0 Schen	1892	3720	Rebuilt 10-22-21.	Sc. 7-21-31
810 S-4	4-6-0 Schen	1892	3721	Rebuilt 3-22.	Sc. 7- 22-31
811 S-4	4-6-0 Schen	1892	3724	Rebuilt 11-22.	Sc. 10-12-28
812 S-4	4-6-0 Schen	1892	3725		Sc. 4-25-28
813 S-4	4-6-0 Schen	1892	3726	Rebuilt 6-15-23.	
814 S-4	4-6-0 Schen	1892	3727		Sc. 6-30-25
815 S-4	4-6-0 Schen	1892	3728	Rebuilt 12-19-21.	Sc. 8-18-37
816 S-5	4-6-0 Schen	1892	3846	Changed to class S-4 ab. 1916.	Sc. 4-19-19
817 S-5	4-6-0 Schen	1892	3847	Changed to class S-4 ab. 1916.	Rebuilt 10-20.
818 S-5	4-6-0 Schen	1892	3881	Changed to class S-4 ab. 1916.	Rebuilt 3-25-21.
819 S-6	4-6-0 Schen	1892	3882	Originally cross compound, changed to simple and class S-4, 11-17-03.	Rebuilt 12-28-21.
					Sc. 9-21-37
820 D-13	4-6-0 Bald	1892	12930	Originally Vauclain compound; Changed to simple 12-3-01.	Sc. 8-12-26
821 D-14	4-4-0 Bald	1892	12916	Originally Vauclain compound; Changed to simple 9-7-99.	Sc. 5-26-22
822 S-4	4-6-0 Schen	1892	3934		Sc. 12-22-26

823 S-4	4-6-0 Schen	1892	3935	Rebuilt 10-29-21.	Sc. 5-21-27
824 S-4	4-6-0 Schen	1892	3936	Rebuilt 10-31-21.	Sc. 7-23-31
825 S-4	4-6-0 Schen	1892	3937	Rebuilt 2-21-24.	88
826 S-4	4-6-0 Schen	1892	3938	Rebuilt 1-16-22.	88
827 S-4	4-6-0 Schen	1892	3939	Rebuilt 2-28-21.	88
828 S-4	4-6-0 Schen	1892	3940		Sc. 10-31-25 ,
829 S-4	4-6-0 Schen	1892	3941	Rebuilt 5-21.	Sc. 7-16-31
830 S-4	4-6-0 Schen	1892	3942	Rebuilt 2-2-21.	Sc. 7-16-31
831 S-4	4-6-0 Schen	1892	3943	Rebuilt 12-7-21.	Sc. 7-16-31
832 S-4	4-6-0 Schen	1892	3944	Rebuilt 11-30-23.	Sc. 2- 9-29
833 S-4	4-6-0 Schen	1892	3945	Rebuilt 2-26-24.	88
834 S-4	4-6-0 Schen	1892	3946	Rebuilt 12-14-21.	89
835 S-4	4-6-0 Schen	1892	3947		Sc. 2- 6-26
836 S-4	4-6-0 Schen	1892	3948	Originally simple; rebuilt with Richmond compound cylinders 7-1-96; changed to simple 3-24-02. Rebuilt 12-21.	89
837 M	0-6-0 Schen	1900	5279		Sc. 5-10-35
838 M	0-6-0 Schen	1900	5280		Sc. 7-20-31
839 M	0-6-0 Schen	1900	5281		Sc. 10-12-28
840 M	0-6-0 Schen	1900	5282		Sc. 5- 3-35
841 M	0-6-0 Schen	1900	5283		Sc. 3- 1-30
842 M	0-6-0 Schen	1900	5284		89
843 M	0-6-0 Schen	1900	5285		Sc. 1-22-30
844 M	0-6-0 Schen	1900	5286		Sc. 6-24-31
845 M	0-6-0 Schen	1900	5287		Sc. 7- 8-31
846 M	0-6-0 Schen	1900	5288		Sc. 7-11-31
847 M	0-6-0 Schen	1900	5289		Sc. 10- 9-28
848 M	0-6-0 Schen	1900	5290		Sc. 7-30-31
849 M	0-6-0 Schen	1900	5291		Sc. 5- 3-35
850 M	0-6-0 Schen	1900	5292		Sc. 7-17-31
851 M	0-6-0 Schen	1900	5293		Sc. 7-17-31
852 M	0-6-0 Schen	1900	5294		Sc. 5-14-35
853 M	0-6-0 Schen	1900	5295		Sc. 5-16-35
854 M	0-6-0 Schen	1900	5296		Sc. 7-30-31
855 M	0-6-0 Schen	1900	5297		89
856 M	0-6-0 Schen	1900	5298		Sc. 4-30-31
857 R	4-6-0 Schen	1900	5299		Sc. 6-26-31
858 R	4-6-0 Schen	1900	5300		Sc. 7- 2-31
859 R	4-6-0 Schen	1900	5301		Sc. 5-16-35
860 R	4-6-0 Schen	1900	5302		Sc. 5-20-35
861 R	4-6-0 Schen	1900	5303		Sc. 6-29-31
862 R	4-6-0 Schen	1900	5304	Rebuilt 9-26.	Sc. 4-12-35
863 R	4-6-0 Schen	1900	5305	Rebuilt 4-24.	Sc. 5-29-37
864 R	4-6-0 Schen	1900	5306		Sc. 10-11-28
865 R	4-6-0 Schen	1900	5307		Sc. 6-24-31
866 R	4-6-0 Schen	1900	5308		Sc. 4-19-35
867 R	4-6-0 Schen	1900	5309		Sc. 10-28-35
868 R	4-6-0 Schen	1900	5310		Sc. 4-16-35
869 R	4-6-0 Schen	1900	5311		Sc. 5-13-35
870 R	4-6-0 Schen	1900	5312	Rebuilt 9-24.	Sc. 5-31-35
871 R	4-6-0 Schen	1900	5313		Sc. 7-27-31
872 R	4-6-0 Schen	1900	5314		Sc. 4- 5-29
873 R	4-6-0 Schen	1900	5315	Rebuilt 9-26.	89
874 R	4-6-0 Schen	1900	5316		Sc. 8- 9-35
875 R	4-6-0 Schen	1900	5317		Sc. 4-19-35
876 R	4-6-0 Schen	1900	5318		Sc. 7-24-31
877 R	4-6-0 Schen	1900	5319	Rebuilt 8-26.	90
878 R	4-6-0 Schen	1900	5320	Rebuilt 10-26.	90
879 R	4-6-0 Schen	1900	5321		Sc. 3-20-29
880 R	4-6-0 Schen	1900	5322		Sc. 7- 8-31
881 R	4-6-0 Schen	1900	5323		Sc. 7-24-31

-27								
-31	882 R	4-6-0 Schen	1900	5324	Rebuilt	11-24	Sc.	5-25-35
-31	883 R	4-6-0 Schen	1900	5325			Sc.	11-20-28
-31	884 R	4-6-0 Schen	1900	5326			Sc.	7-10-31
-27	885 R	4-6-0 Schen	1900	5327			Sc.	4-23-37
-30	886 R	4-6-0 Schen	1900	5328			Sc.	10-25-28
-25	887 C-5	4-4-0 Schen	1888	2549	Orig.	685. Chgd. to SC&P 1, 8-18-95;	887, 9-01.	Sc. 4-20-20
-31	888 C-5	4-4-0 Schen	1888	2553	Reb.	4-13-16. Orig. 689. Chgd. to SC&P 12,	8-17-95; 888, 9-01.	Sc. 11-11-26
-29	889 A-3	4-4-0 Schen	1883	1740	Orig.	520. Chgd. to W&SP 1, 11-12-87; 889,	6-18-00.	Sc. 9-4-13
-26	890 B-1	4-4-0 C&NW	1883		Orig.	W&SP 2. Chgd. to 890, 6-6-00. Sc.	2-23-11	
m-	890 E-1	4-6-2 Schen	1910	49030	Rebuilt	8-25.		
-24	891 A-3	4-4-0 C&NW	1884		Orig.	71. Chgd. to W&SP 3, 10-1-88; 891, 6-28-01.	Sc. 11- 2-12	
-35	892 A-3	4-4-0 Schen	1883	1728	Orig.	508. Chgd. to WSP 4, 10-15-97; 892, ab.	1900.	Sc. 9-14-12
-31	893 B-1	4-4-0 C&NW	1880		Orig.	67. Chgd. to WSP 5, 8-9-87; 893, 3-3-00.	Sold 10-22-09	
-28	893 R-1	4-6-0 Schen	1908	45746	Orig.	374. Chgd. to WSP 6, 10-6-88; 894, 9-1-00.	Sc. 6-8-10	
-35	894 B-1	4-4-0 C&NW	1880		Reb.	1884. Orig. WSP 7. Chgd. to 895, 2-5-00.	Sold 11-17-03	
-30	894 R-1	4-6-0 Schen	1908	45747	Orig.	WSP 8. Chgd. to 896, 2-17-00. Sc. 11- -00		
-31	895 Q-3	4-4-0 Rogers	1866		Orig.	533. Chgd. to WSP 9, 3-10-91; 897, 8-31-00.	Sc. 10- 5-14	
-31	896 D	4-4-2 Schen	1904	29711	Orig.	535. Chgd. to WSP 10, 1-26-91; 898, 10-00.	Sc. 12-31-14	
-28	896 Q-3	4-4-0 Rogers	1866		Orig.	421. Chgd. to WSP 11, 4-16-93; 899, 2-22-01.	Sc. 4- 9-06	
-31	896 R-1	4-6-0 Schen	1901	5851	Orig.	511. Chgd. to WSP 12, 12-5-89; 900, 2-17-00.	Sc. 9-10-12	
-35	897 A-3	4-4-0 Schen	1883	1795	Orig.	MLSW 1. Chgd. to 901, 9-1-93. Sc. 9- 1-94	Sc. 7-23-35	
-31	898 A-3	4-4-0 Schen	1883	1797	Rebuilt	9-25.		
-35	899 D-3	4-4-0 Bald	1881	5595	Orig.	MLSW 2, class A. Chgd. to 902, 1893.	Sc. 5- -98	
-31	899 R-1	4-6-0 Schen	1906	38532			Sc. 5- 5-28	
-31	900 A-3	4-4-0 Schen	1883	1731	Orig.	MLSW 3, class A. Chgd. to 903, 11-93; 912, 5-12-98.	Sc. 10- 4-01	
-31	901 —	—	1895	4331			Sc. 3- 18-27	
-35	901 A	4-4-0 Schen	1871		Orig.	MLSW 4, class B. Chgd. to 904, 9-93.	Sc. 3- -98	
-35	902 —	4-4-0 Bald	1871				Sc. 10-19-28	
-31	902 A	4-4-0 Schen	1898	4687	Orig.	MLSW 5, class B. Chgd. to 905, 1893.	Sc. 12-24-28	
-28	903 —	4-4-0 Bald	1871				Sc. 7- 9-31	
-31	903 A	4-4-0 Schen	1898	4688	Orig.	MLSW 6, class B. Chgd. to 906, 1893.	Sc. 1- -97	
-35	904 —	4-4-0 D.&C.	1874		Sold to Yewkey Lbr. Co. 11-95.		Sc. 11-27-28	
-35	904 A	4-4-0 Schen	1898	4689	Orig.	MLSW 7, class B. Chgd. to 907, 1893.		
-35	905 —	4-4-0 D.&C.	1874				Sc. 3-24-27	
-31	905 A	4-4-0 Schen	1898	4690	Chgd. to 90, 2-24-98.		Sc. 11-27-28	
-28	906 —	4-4-0 D.&C.	1874		Orig.	MLSW 8, class B. Chgd. to 908, 11-93.		
-31	906 A	4-4-0 Schen	1895	4377	Sold to Sprague Stuart Lbr. Co. 1-12-95.			
-31	907 —	4-4-0 D.&C.	1874					
-31	907 R	4-6-0 Schen	1897	4610				
-31	907 A	4-4-0 Schen	1898	4691				
-31	908 —	4-4-0 D.&C.	1874					

908 A	4-4-0 Schen	1895	4332	Sc. 4-20-28
909 —	4-4-0 Rd Is	1877		Orig. MLSW 9, class D. Chgd. to 909, 9-93.
				Sc. ab. 1902
909 K	0-6-0 Rd Is	1902	26523	Sc. 3-31-30
910 —	0-4-0 Rd Is	1877		Orig. MLSW 10, class C. Chgd. to 910, 1893.
				Sold 7-25-01
910 R-I	4-6-0 Schen	1901	5852	
911 —	4-4-0 Rd Is	1877		Orig. MLSW 11, class E-5. Chgd. to 911, 11-93.
				Sc. 7-25-01
911 R-I	4-6-0 Schen	1901	5853	
912 —	4-4-0 Rd Is	1877		Orig. MLSW 12, class G. Chgd. to 912, 1893.
				Sc. 5-12-98
912 —	4-4-0 Bald	1871		Orig. MLSW 3, class A. Chgd. to 903, 11-93; 912, 5-12-98.
				Sc. 10- 4-01
912 R-I	4-6-0 Schen	1901	5854	
913 J-I	4-4-0 Rd Is	1879		Orig. MLSW 13, class E-I. Chgd. to 913, 10-93.
				Sc. 3-17-02
913 K	0-6-0 Rd Is	1902	25387	Sc. 3-31-27
914 J-I	4-4-0 Rd Is	1879		Orig. MLSW 14, class E-I. Chgd. to 914, 1893.
				Sc. 7- -06
914 M-I	0-6-0 Rd Is	1906	39266	Sc. 4-25-35
915 J-I	4-4-0 Rd Is	1879		Orig. MLSW 15, class E-I. Chgd. to 915, 11-93.
				Sc. 1- -06
915 R-I	4-6-0 Schen	1906	38533	
916 J-2	4-4-0 Rd Is	1879	806	Orig. MLSW 16, class E-2. Chgd. to 916, 11-93.
				Sc. 4-22-05
916 R-I	4-6-0 Schen	1905	30313	
917 J-2	4-4-0 Rd Is	1880	817	Orig. MLSW 17, class E-2. Chgd. to 917, 1893.
				Sc. 5-15-05
917 R-I	4-6-0 Schen	1905	30314	
918 J-2	4-4-0 Rd Is	1880	818	Orig. MLSW 18, class E-2. Chgd. to 918, 11-93.
				Sc. 5-16-06
918 M-I	0-6-0 Rd Is	1906	38074	
919 —	0-4-0 Rd Is	1880	836	Orig. MLSW 19, class C. Chgd. to 919, 1893.
				Sold 11-24-99
919 R	4-6-0 Schen	1900	5358	Sc. 7-22-31
920 I-I	2-6-0 Rd Is	1890	2512	Orig. MLSW 20, class I-I. Chgd. to 920, 10-93.
				Sc. 7- 7-25
921 —	4-4-0 Port	1880	359	Orig. MLSW 21, class F. Chgd. to 921, 1-94.
				Sc. 10- 4-01
921 R-I	4-6-0 Schen	1901	5855	
922 —	4-4-0 Port	1880	361	Orig. MLSW 22, class F. Chgd. to 922, 12-93.
				Sc. 11- 7-01
922 R-I	4-6-0 Schen	1901	5856	
923 J-3	4-4-0 Rd Is	1880	907	Orig. MLSW 23, class E-3. Chgd. to 923, 11-93.
				Sc. 7- -05
923 R-I	4-6-0 Schen	1906	38534	
924 J-3	4-4-0 Rd Is	1880	908	Orig. MLSW 24, class E-3. Chgd. to 924, 12-93.
				Sc. 9- -05
924 R-I	4-6-0 Schen	1906	38535	
925 J-3	4-4-0 Rd Is	1880	868	Orig. MLSW 20, cl. E-3. Chgd. to MLSW 25 (prob. on del'y.) 925, 1893.
				Sc. 4-23-07
925 R-I	4-6-0 Bald	1907	31747	
926 J-3	4-4-0 Rd Is	1880	869	Orig. MLSW 21, cl. E-3. Chgd. to MLSW 26 (Prob. on del'y.) 926, 1893.
				Sc. 8-18-08
926 R-I	4-6-0 Schen	1908	45748	
927 J-3	4-4-0 Rd Is	1880	906	Orig. MLSW 22, cl. E-3. Chgd. to MLSW 27 (Prob. on del'y.) 927, 10-93.
				Sc. 7-24-08
927 R-I	4-6-0 Schen	1908	45749	
928 J	4-4-0 Brooks	1880		Orig. MLSW 28, class J. Chgd. to 928, 10-93. Sold to Big Falls RR, 10-22-95.

-28	928 A	4-4-0 Schen	1895	4378	Sc. 4-30-31
02	929 I-2	2-6-0 Rd Is	1891	2562	Orig. MLSW 113, class I-2. Chgd. to 929, 10-93. Sc. 2-24-26
30	930 I-1	2-6-0 Rd Is	1891	2513	Orig. MLSW 30, class I-1. Chgd. to 930, 10-93.
93.	931 I-1	2-6-0 Rd Is	1890	2514	Orig. MLSW 31, class I-1 Chgd. 931, 10-93. Sc. 5-11-25
01	932 I-1	2-6-0 Rd Is	1890	2515	Orig. MLSW 32, class I-1. Chgd. to 932, 10-93. Sc. 2-14-23
03.	933 J-4	4-4-0 MLS&W	1885		Orig. MLSW 33, class J-4. Chgd. to 933, 1893. Sc. 3-28-25
01	933 G	4-8-0 NG Schen	1902	27601	Orig. FEMV 212. Chgd. to 1302, 6-03; 933, 1-05. Sc. 4- 9-25
98	934 J-3	4-4-0 Rd Is	1881	1093	Orig. MLSW 34, class J-3. Chgd. to 934, 12-93. Sc. 7- -07
3;	934 R-I	4-6-0 Bald	1907	31784	
01	935 J-3	4-4-0 Rd Is	1881	1094	Orig. MLSW 35, class J-3. Chgd. to 935, 1893. Sc. 7- -07
3.	935 R-I	4-6-0 Bald	1907	31830	
02	936 J-3	4-4-0 Rd Is	1881	1095	Orig. MLSW 36, class J-3. Chgd. to 936, 11-93. Sc. 8- -07
06	936 R-I	4-6-0 Bald	1907	31855	
3.	937 J-3	4-4-0 Rd Is	1881	1096	Orig. MLSW 37, class J-3. Chgd. to 937, 1893. Sc. 7- -06
05	937 R-I	4-6-0 Bald	1907	31856	
5	938 J-3	4-4-0 Rd Is	1881	1097	Orig. MLSW 38, class J-3. Chgd. to 938, 11-93. Sc. 8- -07
5	938 R-I	4-6-0 Bald	1907	31884	
5	939 J-3	4-4-0 Rd Is	1881	1098	Orig. MLSW 39, class J-3. Chgd. to 939, 10-93. Sc. 11- 7-01
6	940 R-I	4-6-0 Schen	1901	5857	
6	940 X	4-4-0 Rd Is	1883	1320	Orig. MLSW 40, class K. Chgd. to 940, 1-94. Sc. 1-25-10
9	940 L	4-6-2 Schen	1910	49012	Sc. 7- 8-35
9	941 X	4-4-0 Rd Is	1883	1321	Orig. MLSW 41, class K. Chgd. to 941, 10-93. Sc. 1- -11
9	941 E-I	4-6-2 Schen	1910	49031	
9	942 X-I	4-4-0 Rd Is	1883	1384	Orig. MLSW 42, class K-I. Chgd. to 942, 1893. Sc. 8-21-11
9	942 E-I	4-6-2 Schen	1910	49032	
9	943 X-I	4-4-0 Rd Is	1883	1385	Orig. MLSW 43, class K-I. Chgd. to 943, 11-93. Sc. 5-29-11
9	943 E-I	4-6-2 Schen	1910	49033	
9	944 X-I	4-4-0 Rd Is	1883	1386	Orig. MLSW 44, class K-I. Chgd. to 944, 10-93. Sold to Mattoon Lbr. Co. 2-21-11.
9	944 E-I	4-6-2 Schen	1910	49034	
9	945 X-I	4-4-0 Rd Is	1883	1387	Orig. MLSW 45, class K-I. Chgd. to 945, 12-93. Sc. 6-14-16
9	946 X-2	4-4-0 Rd Is	1884	1484	Orig. MLSW 46, class K-2. Chgd. to 946, 9-93. Sc. 9-21-14
9	947 X-2	4-4-0 Rd Is	1884	1485	Orig. MLSW 47, class K-2. Chgd. to 947, 1893. Sc. 4- 4-21
9	948 X-2	4-4-0 Rd Is	1884	1486	Orig. MLSW 48, class K-2. Chgd. to 948, 1893. Sc. 1-26-15
9	949 X-2	4-4-0 Rd Is	1884	1487	Orig. MLSW 49, class K-2. Chgd. to 949, 12-93. Sc. 5- 7-13
9	950 X-2	4-4-0 Rd Is	1884	1483	Orig. MLSW 3, class K-2. Chgd. to MLSW 50, 1884 950, 1893. Sc. 12-30-15
9	951 I-1	2-6-0 Rd Is	1890	2516	Orig. MLSW 51, class I-1. Chgd. to 951, 10-93. Sc. 4-29-25

952 Y	4-4-0 Bald	1884	Orig. MLSW 52, class L. Chgd. to 952, 11-93. Sc. 8- -09	978
952 R-I	4-6-0 Schen	1908 45750	Orig. MLSW 53, class M. Chgd. to 953, 1-94. Sc. 3- 9-11	979
953 N	0-4-0 Bald	1885	Sc. 7-12-35	980
953 L	4-6-2 Schen	1910 49013	Orig. MLSW 54, class M. Chgd. to 954, 1894. Sc. 4-25-11	981
954 N	0-4-0 Bald	1885	Sc. 4-26-35	982
954 L	4-6-2 Schen	1910 49014	Orig. MLSW 55, class M. Chgd. to 955, 1-94. Sc. 6-14-11	983
955 N	0-4-0 Bald	1885	Sc. 4-18-35	983
955 L	4-6-2 Schen	1910 49015	Orig. MLSW 56, class N. Chgd. to 956, 12-93; class V, 11-09.	984
956 Z	4-4-0 Bald	1885 7621	Sc. 2-26-15	984
957 Z	4-4-0 Bald	1885 7622	Orig. MLSW 57, class N. Chgd. to 957, 1893; class V, 11-09.	985
958 Z	4-4-0 Bald	1885 7623	Sc. 2-26-15	986
959 Z	4-4-0 Bald	1885 7624	Orig. MLSW 58, class N. Chgd. to 958, 12-93; class V, 11-09.	987
960 Z	4-4-0 Bald	1885	Sc. 3-18-15	987
960 R-I	4-6-0 Bald	1907 31914	Orig. MLSW 59, class N. Chgd. to 959, 11-93; class V, 11-09.	988
961 X-3	4-4-0 Rd Is	1886 1654	Sc. 12-30-15	988
961 L	4-6-2 Schen	1910 49016	Orig. MLSW 60, class N. Chgd. to 960, 12-93. Sc. 2- 7-07	989
962 X-3	4-4-0 Rd Is	1886 1655	Sc. 1-25-10	989
963 X-3	4-4-0 Rd Is	1886 1656	Sc. 6-10-35	990
964 X-3	4-4-0 Rd Is	1886 1657	Orig. MLSW 61, class K-3. Chgd. to 961, 11-93. Sc. 12-21-15	991
965 X-3	4-4-0 Rd Is	1886 1658	Orig. MLSW 62, class K-3. Chgd. to 962, 1-94.	992
966 X-3	4-4-0 Rd Is	1886 1659	Sc. 12-93.	992
967 X-3	4-4-0 Rd Is	1886 1660	Sc. 6-18-19	993
968 O	0-4-0 Rd Is	1886 1661	Orig. MLSW 63, class K-3. Chgd. to 963, 12-93.	993
968 L	4-6-2 Schen	1910 49017	Sc. 9-18-17	994
969 O	0-4-0 Rd Is	1886 1662	Orig. MLSW 64, class K-3. Chgd. to 964, 10-93.	994
969 L	4-6-2 Schen	1910 49018	Sc. 5-17-19	995
970 O	0-4-0 Rd Is	1886 1663	Orig. MLSW 65, class K-3. Chgd. to 965, 1-94.	995
970 L	4-6-2 Schen	1910 49019	Sc. 6-29-35	996
971 Z-I	4-4-0 Bald	1886	Orig. MLSW 66, class K-3. Chgd. to 966, 12-93.	996
972 Z-I	4-4-0 Bald	1886 8014	Sc. 1-27-23	996
973 Z-I	4-4-0 Bald	1886 8019	Orig. MLSW 67, class K-3. Chgd. to 967, 12-93.	997
974 X-3	4-4-0 Rd Is	1887 1742	Sc. 12-14-15	997
975 X-3	4-4-0 Rd Is	1887 1743	Orig. MLSW 68, class O. Chgd. to 968, 12-93.	998
976 X-3	4-4-0 Rd Is	1887 1744	Sc. 10- 2-11	998
977 X-3	4-4-0 Rd Is	1887 1745	Changed to coal burner, 4-6-26.	998
			Orig. MLSW 69, class O. Chgd. to 969, 1893.	998
			Sc. 4-25-11	999
			Sc. 7-17-35	999
			Orig. MLSW 70, class O. Chgd. to 970, 1-94.	999
			Sc. 7- -10	1000
			Sc. 6- 5-35	1000
			Orig. MLSW 71, class N-I. Chgd. to 971, 1893;	1000
			class V-I, 11-09.	1000
			Sc. 6-22-13	1000
			Orig. MLSW 72, class N-I. Chgd. to 972, 1893;	1000
			class V-I, 11-09.	1000
			Sc. 5- 5-19	1000
			Orig. MLSW 73, class N-I. Chgd. to 973, 10-93;	1000
			class V-I, 11-09.	1000
			Sc. 11-18-19	1000
			Orig. MLSW 74, class K-3. Chgd. to 974, 1-94.	1000
			Sc. 2- 5-23	1000
			Orig. MLSW 75, class K-3. Chgd. to 975, 1-94.	1000
			Sc. 4-16-23	1000
			Orig. MLSW 76, class K-3. Chgd. to 976, 1893.	1000
			Sc. 5- 8-13	1000
			Orig. MLSW 77, class K-3. Chgd. to 977, 1893.	1000
			Sc. 11-24-22	1000

978 X-3	4-4-0 Rd Is	1887	1746	Orig. MLSW 78, class K-3.	Chgd. to 978, 10-93. Sc. 6-23-22
979 X-3	4-4-0 Rd Is	1887	1747	Orig. MLSW 79, class K-3.	Chgd. to 979, 10-93. Sc. 7-19-19
980 X-3	4-4-0 Rd Is	1887	1748	Orig. MLSW 80, class K-3.	Chgd. to 980, 10-93. Sc. 1-20-23
981 X-3	4-4-0 Rd Is	1887	1767	Orig. MLSW 81, class K-3.	Chgd. to 981, 1-94. Sc. 7-16-13
982 X-3	4-4-0 Rd Is	1887	1768	Orig. MLSW 82, class K-3.	Chgd. to 982, 11-93. Sc. 12- 7-15
983 X-3	4-4-0 Rd Is	1887	1769	Orig. MLSW 83, class K-3.	Chgd. to 983, 12-93. Sc. 6- -02 Sc. 4-14-28
983 K	0-6-0 Rd Is	1902	26520		
984 X-3	4-4-0 Rd Is	1887	1770	Orig. MLSW 84, class K-3.	Chgd. to 984, 11-93. Sc. 5- 7-13
985 X-3	4-4-0 Rd Is	1887	1771	Orig. MLSW 85, class K-3.	Chgd. to 985, 1893. Sc. 4-10-23
986 X-3	4-4-0 Rd Is	1887	1772	Orig. MLSW 86, class K-3.	Chgd. to 986, 10-93. Sc. 10-15-19
987 X-3	4-4-0 Rd Is	1887	1773	Orig. MLSW 87, class K-3.	Chgd. to 987, 1-94. Sc. 6- -02 Sc. 4-18-28
987 K	0-6-0 Rd Is	1902	26521		
988 X-3	4-4-0 Rd Is	1887	1774	Orig. MLSW 88, class K-3.	Chgd. to 988, 11-93. Sc. 5- 5-23
989 X-3	4-4-0 Rd Is	1887	1776	Orig. MLSW 89, class K-3.	Chgd. to 989, 9-93. Sc. 4-23-21
990 X-3	4-4-0 Rd Is	1887	1775	Orig. MLSW 90, class K-3.	Chgd. to 990, 1893. Sc. 1-14-15
991 X-4	4-4-0 Rd Is	1887	1816	Orig. MLSW 91, class K-4.	Chgd. to 991, 1893. Sc. 10-31-21
992 I-4	2-6-0 Rd Is	1887	1871	Orig. MLSW 92, class I-4.	Chgd. to 992, 9-93. Sc. 4-30-23
993 I-4	2-6-0 Rd Is	1887	1872	Orig. MLSW 93, class I-4.	Chgd. to 993, 10-93. Sc. 4-17-23
994 X-5	4-4-0 Rd Is	1887	1874	Orig. MLSW 94, class K-5.	Chgd. to 994, 11-93. Sc. 9- 3-15
995 X-5	4-4-0 Rd Is	1887	1875	Orig. MLSW 95, class K-5.	Chgd. to 995, 10-93. Sc. 1- 5-16
996 I-4	2-6-0 Rd Is	1887	1873	Orig. MLSW 96, class I-4.	Chgd. to 996, 1-94. Sc. 4-26-23
997 X-3	4-4-0 Rd Is	1888	1939	Orig. MLSW 97, class K-3.	Chgd. to 997, 10-93. Sc. 8- 3-16
998 X-3	4-4-0 Rd Is	1888	1940	Orig. MLSW 98, class K-3.	Chgd. to 998, 11-93. Sc. 12- 7-21
999 X-3	4-4-0 Rd Is	1888	1941	Orig. MLSW 99, class K-3.	Chgd. to 999, 11-93. Sc. 4-11-21
1000 X-3	4-4-0 Rd Is	1888	1942	Orig. MLSW 100, class K-3.	Chgd. to 1000, 1-94. Sc. 4-30-23
1001 X-3	4-4-0 Rd Is	1888	1943	Orig. MLSW 101, class K-3.	Chgd. to 1001, 1893. Sc. 5-21-13
1002 I-1	2-6-0 Rd Is	1890	2310	Orig. MLSW 102, class I-1.	Chgd. to 1002, 10-93. Sc. 3-28-23
1003 I-1	2-6-0 Rd Is	1890	2311	Orig. MLSW 103, class I-1.	Chgd. to 1003, 11-93. Sc. 2- 5-23
1004 I-1	2-6-0 Rd Is	1890	2312	Orig. MLSW 104, class I-1.	Chgd. to 1004, 2-93. Sc. 11-30-25
1005 I-1	2-6-0 Rd Is	1890	2313	Orig. MLSW 105, class I-1.	Chgd. to 1005, 10-93. Sc. 8- 3-24
1006 I-1	2-6-0 Rd Is	1890	2314	Orig. MLSW 106, class I-1.	Chgd. to 1006, 11-93. Sc. 6- 8-24

1007 P	0-6-0 Rd Is	1890	2336	Orig. MLSW 107, class P. Chgd. to 1007, 1893. Sc. 11-30-25
1008 P	0-6-0 Rd Is	1890	2335	Orig. MLSW 108, class P. Chgd. to 1008, 12-93. Sc. 8- 3-24
1009 P	0-6-0 Rd Is	1891	2581	Orig. MLSW 109, class P. Chgd. to 1009, 1893. Sc. 11-30-25
1010 P	0-6-0 Rd Is	1891	2582	Orig. MLSW 110, class P. Chgd. to 1010, 11-93. Sc. 5-15-23
1011 P	0-6-0 Rd Is	1891	2583	Orig. MLSW 111, class P. Chgd. to 1011, 11-93. Sc. 11-30-25
1012 I-2	2-6-0 Rd Is	1891	2561	Orig. MLSW 112, class I-2. Chgd. to 1012, 10-93. Sold to Sever-Anderson Logging Co., Green Bay; 9-20-23.
1013 A-3	4-4-0 Schen	1883	1805	Orig. 543. Chgd. to WSP 13, 3-11-91; 1013, 7-7-00. Sc. 5-18-14
1014 D-3	4-4-0 Bald	1881	5601	Orig. 427. Chgd. to WSP 14, 3-16-93; 1014, 6-7-00. Sc. 7- -06
1014 M-1	0-6-0 Rd Is	1906	39278	Orig. WSP 15. Chgd. to 1015, 1900 Sc. 6- -00
1015 G-1	4-4-0 Rd Is	1872		
1015 D	4-4-2 Schen	1900	5613	Rebuilt 1888. Orig. WSP 16. Chgd. to 1016, 5-4-00. Given to Iowa State University, Ames Ia., 7-00.
1016 G-2	4-4-0 Rd Is	1872		
1016 D	4-4-2 Schen	1900	5614	Orig. WSP 17. Chgd. to 1017, 8-00. Sc. 9- -00
1017 G-2	4-4-0 Rd Is	1872		
1017 D	4-4-2 Schen	1900	5615	Orig. WSP 18. Chgd. to 1018, 1900. Sc. 6-10-00
1018 G-1	4-4-0 Rd Is	1872		
1018 D	4-4-2 Schen	1900	5616	Orig. WSP 19. Chgd. to 1019, 3-19-00; 1046, 8-00. Sc. 3-27-02
1019 D-4	4-4-0 Bald	1872	2780	
1019 D	4-4-2 Schen	1900	5617	Orig. WSP 20. Chgd. to 1020, 7-00; 1047, 8-00. Sc. 3-27-02
1020 D-4	4-4-0 Bald	1872	2799	
1020 D	4-4-2 Schen	1900	5618	
1021 D-3	4-4-0 Bald	1881	5600	Orig. 428. Chgd. to WSP 21, 8-7-99; 1021, 2-26-00; 1033, 2-16-01. Sc. 11-12-07
1021 D	4-4-2 Schen	1901	5840	
1022 D-4	4-4-0 Bald	1872	2810	Orig. WSP 22. Chgd. to 1022, 7-00. Sc. 4- -01
1022 D	4-4-2 Schen	1901	5841	
1023 D-4	4-4-0 Bald	1872	2826	Orig. WSP 23. Chgd. to 1023, 2-12-00. Sc. 5- -01
1023 D	4-4-2 Schen	1901	5842	
1024 D-4	4-4-0 Bald	1872	2830	Orig. WSP 24. Chgd. to 1024, 4-19-00. Sc. 5- -01
1024 D	4-4-2 Schen	1901	5843	
1025 D-4	4-4-0 Bald	1872	2886	Orig. WSP 25. Chgd. to 1025, 6-20-00; 1037, 8-01. Sc. 3-17-02
1025 D	4-4-2 Schen	1901	6138	
1026 D-4	4-4-0 Bald	1872	2887	Orig. WSP 26. Chgd. to 1026, 3-19-00. Sc. 12- -01
1026 D	4-4-2 Schen	1901	6139	Rebuilt 9-16-03 with Young valves and gear; changed to piston valves, 1-19-20.
1027 D-4	4-4-0 Bald	1872	2992	Orig. WSP 27. Chgd. to 1027, 2-17-00; 1044, 8-01. Sc. 8- -01
1027 D	4-4-2 Schen	1901	6140	
1028 D-4	4-4-0 Bald	1872	2993	Orig. WSP 28. Chgd. to 1028, 7-15-00. Sc. 12- -01
1028 D	4-4-2 Schen	1901	6141	
1029 A-3	4-4-0 C&NW	1885		Orig. WSP 29. Chgd. to 1029, 8-25-00; 113, 8-13-01. Sold and chgd. to Macoupin County Ry. #1, 1904.

1  
5  
3  
4  
1  
5  
8  
3  
3  
5  
3  
;

-  
4  
-  
6  
0  
6  
s

0  
0  
0  
2  
0  
2  
7  
1  
1  
1  
2  
1  
;

1  
2  
1  
;



C. & N. W. #398, class D, as originally built with Young's rotary valves.



C. & N. W. #1100, class D, on the famous "Overland Limited."

1029 D	4-4-2 Schen	1901	6142	
1030 B-4	4-4-0 C&NW	1878		Reb. to A-3, 12-25-89. Orig. WSP 30. Chgd. to 1030, 12-00; 138, 8-10-01. Sc. 6-29-13
1030 D	4-4-2 Schen	1901	6143	Rebuilt 2-27.
1031 D-3	4-4-0 Bald	1881	5588	Orig. 415. Chgd. to WSP 31, ab. 1886; 1031, 2-00. Sc. 9- -06
1031 M-1	0-6-0 Rd Is	1906	39279	Sold to Aetna Sand & Gravel Co., 2-27-29.
1032 A-3	4-4-0 Schen	1883	1732	Orig. 512. Chgd. to WSP 32, 1-90; 1032, 7-00. Sc. 11- 1-12
1033 B-5	4-4-0 C&NW	1875		Orig. WSU 34. Chgd. to WSP 33, 5-31-89; 1033, 7-00. Sc. 5- -01
1033 D-3	4-4-0 Bald	1881	5600	Orig. 428. Chgd. to WSP 21, 8-7-99; 1021, 2-26-00; 1033, 2-16-01. Sc. 11-12-07
1033 M-1	0-6-0 Rd Is	1906	39280	Sc. 3-26-29
1034 A-3	4-4-0 Schen	1883	1789	Orig. 527. Chgd. to WSP 34, 10-10-87; 1034, 3-16-00. Sc. 2-18-13
1035 A-3	4-4-0 Schen	1883	1736	Orig. 516. Chgd. to 35, 10-9-97; 1035, 7-00. Sc. 1-13-11
1036 A-3	4-4-0 Schen	1883	1745	Orig. 525. Chgd. to WSP 36, 10-25-97; 1036, 6-29-00. Sc. 4-30-12
1037 D-4	4-4-0 Bald	1873		See Note "B". Chgd. to WSP 37 —; 1037, 2-7-00. Sc. 8- -01
1037 D-4	4-4-0 Bald	1872	2886	Orig. WSP 25. Chgd. to 1025, 6-20-00; 1037, 8-01. Sc. 3-17-02
1037 K	0-6-0 Rd Is	1902	25388	Sc. 2-23-27
1038 D-4	4-4-0 Bald	1873		See Note "B". Chgd. to WSP 38 —; 1038, 3-23-00. Sc. 3-17-02
1038 K	0-6-0 Rd Is	1902	25389	Sc. 3-14-30
1039 D-4	4-4-0 Bald	1873		See Note "B". Chgd. to WSP 39 —; 1039, 6-27-00. Sc. 3-17-02
1039 K	0-6-0 Rd Is	1902	25390	Sc. 4-25-28
1040 D-4	4-4-0 Bald	1873		See Note "B". Chgd. to WSP 40 —; 1040, 2-17-00. Sc. 3-21-02
1040 K	0-6-0 Rd Is	1902	25391	Sc. 4-11-28
1041 D-4	4-4-0 Bald	1873		See Note "B". Chgd. to WSP 41 —; 1041, 7-00. Sc. 11- -01
1041 R-1	4-6-0 Schen	1901	5858	See Note "B". Chgd. to WSP 42 —; 1042, 2-23-00. Sc. 11- -01
1042 D-4	4-4-0 Bald	1873		See Note "B". Chgd. to WSP 43 —; 1043, 2-17-00. Sc. 3-21-02
1043 K	0-6-0 Rd Is	1902	25392	Sc. 4- 1-27
1044 D-4	4-4-0 Bald	1873		See Note "B". Chgd. to WSP 44 —; 1044, 3-10-10. Sc. 8- -01
1044 D-4	4-4-0 Bald	1872	2992	Orig. WSP 27. Chgd. to 1027, 2-17-00; 1044, 8-01. Sc. 3-23-02
1044 K	0-6-0 Rd Is	1902	25393	Sc. 4-13-28
1045 D-4	4-4-0 Bald	1873		See Note "B". Chgd. to WSP 45 —; 1045, 7-00. Sc. 3-25-02
1045 K	0-6-0 Rd Is	1902	25394	Sc. 4-30-28
1046 G-1	4-4-0 Rd Is	1873	481	Orig. 286. Chgd. to WSP 46 ab. 1882; 1046, ab. 1900. Sc. 6- -00
1046 D-4	4-4-0 Bald	1872	2780	Orig. WSP 19. Chgd. to 1019, 3-19-00; 1046, 8-00. Sc. 3-27-02
1046 K	0-6-0 Rd Is	1902	25395	Shop Tfr. 19, 7-2-27. Sc. 7-11-37
1047 G-1	4-4-0 Rd Is	1873	488	Orig. 293. Chgd. to WSP 47, ab. 1882; 1047, 7-00. Sold 10- 9-00
1047 D-4	4-4-0 Bald	1872	2799	Orig. WSP 20. Chgd. to 1020, 7-00; 1047, 8-00. Sc. 3-27-02
1047 K	0-6-0 Rd Is	1902	25396	Sc. 2-23-27

1048 A-3	4-4-0 Schen	1882	1738	Orig. 518. Chgd. to 547, 8-30-90; WSP 48, 12-3-91; 1048, 7-10-00.	Sc. 9-10-12
1049 A-3	4-4-0 Schen	1883	1820	Orig. 551. Chgd. to WSP 49, 8-8-88; 1049, 8-00.	Sc. 9-28-12
1050 A-3	4-4-0 Schen	1883	1823	Orig. 554. Chgd. to WSP 50, ab. 1891; 1050, 6-29-00.	Sc. 4- 8-14
1051 A-3	4-4-0 Schen	1883	1838	Orig. 569. Chgd. to WSP 51, 2-24-91; 1051, 6-16-00.	Sc. 3-25-13
1052 D-3	4-4-0 Bald	1881	5776	Orig. 443. Chgd. to WSP 52, 10-6-93; 1052, 6-15-00.	Sc. 3- 7-07
1052 M-1	0-6-0 Rd Is	1906	39281	Rebuilt 6-24.	
1053 D-1a	4-6-0 Schen	1885	1963	Orig. 584. Chgd. to WSP 53, 4-10-93; 1053, 2-27-00.	Sc. 10-20-19
1054 S-3	4-6-0 Schen	1891	3503	Orig. 113. Chgd. to WSP 54, 8-98; 1054, 2-12-00.	Sc. 10-24-22
1055 D-1a	4-6-0 Schen	1885	1965	Orig. 586. Chgd. to 55, 6-14-93; 105, 7-00.	Sc. 2-10-15
1056 S-3	4-6-0 Schen	1891	3504	Orig. 138. Chgd. to WSP 56, 9-98; 1056, 3-12-00.	Sc. 11-28-22
1057 D-1a	4-6-0 Schen	1885	1967	Orig. 588. Chgd. to WSP 57, 11-15-93; 1057, 3-13-00.	Sc. 8-19-19
1058 D-1a	4-6-0 Schen	1885	1968	Orig. 589. Chgd. to WSP 58, 8-15-93; 1058, 8-28-00.	Sc. 8- 1-22
1059 D-1a	4-6-0 Schen	1885	1969	Orig. 590. Chgd. to WSP 59, 12-29-93; 1059, 4-24-00.	Sc. 4- 5-21
1060 D-1a	4-6-0 Schen	1885	1970	Orig. 591. Chgd. to WSP 60, 7-20-94; 1060, 2-16-00.	Sc. 3- 3-15
1061 S-3	4-6-0 Schen	1891	3516	Orig. 160. Chgd. to WSP 61, 8-22-98; 1061, 3-8-00.	Sc. 10-31-22
1062 D-1a	4-6-0 Schen	1885	1972	Orig. 593. Chgd. to WSP 62, 6-6-93; 1062, 3-9-00.	Sc. 1-20-23
1063 S-8	4-6-0 Schen	1899	5278	Orig. SC&P 4. Chgd. to 1063, 9-30-01.	
1064 C-1	4-4-0 Schen	1899	5276	Orig. SC&P 5. Chgd. to 1064, 10-1-01.	Sc. 12-31-26
1065 C-1	4-4-0 Schen	1899	5277	Orig. SC&P 6. Chgd. to 1065, 9-01.	Sc. 2- 4-26
1066-1079 R-1	4-6-0 Schen	1902	25397-25410	Orig. 1073 reb. 9-26. 1075 reb. 1-27.	Sc. 10-21-26
1080-1085 D	4-4-2 Schen	1902	25411-25416		
1086-1091 D	4-4-2 Schen	1902	26524-26529	Chgd. to 1087.	Sc. 3-18-30
1092-1101 D	4-4-2 Schen	1903	27571-27580		
1102-1110 R-1	4-6-0 Schen	1902	26530-26538	Orig. 1109 reb. 10-26.	
1111-1124 R-1	4-6-0 Schen	1903	27581-27594	Orig. 1123 reb. 12-25.	
1125 R-1	4-6-0 Bald	1903	22509		
1126 R-1	4-6-0 Bald	1903	22514		
1127 R-1	4-6-0 Bald	1903	22539		
1128 R-1	4-6-0 Bald	1903	22540		
1129 R-1	4-6-0 Bald	1903	22563		
1130 R-1	4-6-0 Bald	1903	22567		Sc. 10- 8-36
1131 R-1	4-6-0 Bald	1903	22568		Sc. 10-23-37
1132 R-1	4-6-0 Bald	1903	22576		Sc. 1-21-29
1133 R-1	4-6-0 Bald	1903	22624		
1134 R-1	4-6-0 Bald	1903	22625		
1135 R-1	4-6-0 Bald	1903	22701		
1136 R-1	4-6-0 Bald	1903	22718		
1137 R-1	4-6-0 Bald	1903	22758		
1138 R-1	4-6-0 Bald	1903	22765		
1139 R-1	4-6-0 Bald	1903	22773		
1140 R-1	4-6-0 Bald	1903	22780		
1141 R-1	4-6-0 Bald	1903	22818		
1142 R-1	4-6-0 Bald	1903	22824		
1143 R-1	4-6-0 Bald	1903	22835		

48,					
-0-12	1144 R-I	4-6-0 Bald	1903	22843	
-0-	1145 R-I	4-6-0 Bald	1903	22861	
-12-	1146 R-I	4-6-0 Bald	1903	22864	
-50,	1147 R-I	4-6-0 Bald	1903	22886	
-14-	1148 R-I	4-6-0 Bald	1903	22909	
-51,	1149 R-I	4-6-0 Bald	1903	22922	
-13-	1150 R-I	4-6-0 Bald	1903	22936	
-15-	1151 R-I	4-6-0 Bald	1903	22950	
-07	1152 R-I	4-6-0 Bald	1903	22971	
27-	1153 R-I	4-6-0 Bald	1903	22994	
-19	1154 R-I	4-6-0 Bald	1903	23004	
00.	1155 R-I	4-6-0 Bald	1903	23025	
-22	1156 R-I	4-6-0 Bald	1903	23032	
15	1157 R-I	4-6-0 Bald	1903	23067	
00.	1158 R-I	4-6-0 Bald	1903	23068	
-22	1159 R-I	4-6-0 Bald	1903	23083	
19	1160 R-I	4-6-0 Bald	1903	23084	
8-	1161 R-I	4-6-0 Bald	1903	23094	
22	1162 R-I	4-6-0 Bald	1903	23102	
4-	1163 R-I	4-6-0 Bald	1903	23116	
21	1164 R-I	4-6-0 Bald	1903	23117	
6-	1165 R-I	4-6-0 Bald	1903	23125	
15	1166 R-I	4-6-0 Bald	1903	23134	
8-	1167 R-I	4-6-0 Bald	1903	23155	
22	1168 R-I	4-6-0 Bald	1903	23184	
0.	1169 R-I	4-6-0 Bald	1903	23217	
23	1170 K	0-6-0 Rd Is	1903	27595	Converted to Shop Tfr. #23, 7-15-28. Sc. 8-26-37
6	1171 K	0-6-0 Rd Is	1903	27596	Sc. 4-12-28
6	1172 K	0-6-0 Rd Is	1903	27597	Sc. 4-10-28
0.	1173 K	0-6-0 Rd Is	1903	27598	Sc. 3-31-28
23	1174 K	0-6-0 Rd Is	1903	27599	Sc. 4-10-28
6	1175 K	0-6-0 Rd Is	1903	27600	Converted to Shop Tfr. #21, 7-31-28.
6	1176 Q	4-6-0 Schen	1898	4853	Orig. 612. Chgd. to FEMV 1, 5-03; 1176, 4-03. Sc. 11-10-28
0.	1177 Q	4-6-0 Schen	1898	4847	Orig. 594. Chgd. to FEMV 2, 5-01; 1177, 3-03. Sc. 4-5-28
0.	1178 Q	4-6-0 Schen	1898	4850	Orig. 609. Chgd. to FEMV 3, 6-02; 1178, 4-03. Sc. 3-29-28
6	1179 Q	4-6-0 Schen	1898	4855	Orig. 614. Chgd. to FEMV 4, 6-02; 1179, 4-03. Sc. 10-10-28
6	1180 Q	4-6-0 Schen	1898	4846	Orig. 160. Chgd. to FEMV 20, 5-01; 1180, 4-03.
6	1181 Q	4-6-0 Schen	1898	4845	Orig. 138. Chgd. to FEMV 21, 5-01; 1181, 4-03. Sc. 6-1-27
0.	1182 Q	4-6-0 Schen	1898	4857	Orig. 616. Chgd. to FEMV 22, 9-01; 1182, 6-03. Sc. 7-15-31
0.	1183 Q	4-6-0 Schen	1898	4858	Orig. 617. Chgd. to FEMV 23, 9-01; 1183, 4-03. Sc. 11-9-28
0.	1184 Q	4-6-0 Schen	1898	4848	Orig. 595. Chgd. to FEMV 24, 5-01; 1184, 5-03. Sc. 4-1-27
0.	1185 Q	4-6-0 Schen	1898	4844	Orig. 113. Chgd. to FEMV 25, 5-01; 1185, 4-03. Sc. 12-31-28
0.	1186 Q	4-6-0 Schen	1898	4849	Orig. 596. Chgd. to FEMV 26, 5-01; 1186, 4-03. Sc. 11-8-28
0.	1187 Q	4-6-0 Schen	1898	4856	Orig. 615. Chgd. to FEMV 27, 7-02; 1187, 4-03. Sc. 2-23-27
0.	1188 Q	4-6-0 Schen	1898	4851	Orig. 610. Chgd. to FEMV 28, 8-01; 1188, 6-03. Sc. 2-21-29
0.	1189 Q	4-6-0 Schen	1898	4852	Orig. 611. Chgd. to FEMV 5, 6-02; 1189, 4-03. Sc. 10-16-28
0.	1190 Q	4-6-0 Schen	1898	4854	Orig. 613. Chgd. to FEMV 6, 6-02; 1190, 4-03. Sc. 11-3-28

1191 Q	4-6-0 Rd Is	1903	27605	Sc. 3-11-29
1192 Q	4-6-0 Rd Is	1903	27606	Sc. 1-31-29
1193 Q	4-6-0 Rd Is	1903	27607	1221
1194 Q	4-6-0 Rd Is	1903	27608	Sc. 7-22-31
1195 Q	4-6-0 Rd Is	1903	27609	Sc. 1-10-29
1196 Q	4-6-0 Rd Is	1903	27610	Sc. 3-29-29
1197 Q	4-6-0 Rd Is	1903	27611	Sc. 1-11-29
1198 Q	4-6-0 Rd Is	1903	27612	Sc. 3-14-30
1199 Q	4-6-0 Rd Is	1903	27613	Sc. 7-24-31
1200 Q	4-6-0 Rd Is	1903	27614	Sc. 4-28-28
1201 D-1a	4-6-0 Schen	1887	2433	Orig. FEMV 89, class F. Chgd. to FEMV 201, 8-90; 1201, 4-03. Sc. 2-12-20
1202 D-1a	4-6-0 Schen	1887	2434	Orig. FEMV 90, class F. Chgd. to FEMV 202, 8-90; 1202, 3-03. Sc. 10-29-21
1203 D-1a	4-6-0 Schen	1885	1964	Orig. 585. Chgd. to WSP 54, 3-93; FEMV 213, 8-98, class F-5 1203, 5-03. Sc. 5- 9-18
1204 D-1a	4-6-0 Schen	1885	1992	Orig. 615. Chgd. to FEMV 214, 8-98, class F-5 1204, 6-03. Sc. 8-30-15
1205 D-1a	4-6-0 Schen	1885	1994	Orig. 617. Chgd. to 215, 8-98, class F-5 1205, 5-03. Sc. 12-20-17
1206 D-1a	4-6-0 Schen	1885	1990	Orig. 613. Chgd. to FEMV 216, 8-98, class F-5 1206, 6-03. Sc. 11-18-19
1207 D-1a	4-6-0 Schen	1885	1966	Orig. 587. Chgd. to WSP 56, 10-93; FEMV 217, 8-98, class F-5 1207, 5-03. Sc. 9- 4-20
1208 D-1a	4-6-0 Schen	1885	1986	Orig. 609. Chgd. to FEMV 218, 8-98, class F-5 1208, 5-03. Sc. 11-25-19
1209 D-1a	4-6-0 Schen	1885	1974	Orig. 595. Chgd. to FEMV 219, 8-98, class F-5 1209, 5-03. Sc. 1-13-15
1210 D-1a	4-6-0 Schen	1885	1989	Orig. 612. Chgd. to FEMV 220, 9-98, class F-5 1210, 5-03. Sc. 12- 7-21
1211 D-1a	4-6-0 Schen	1885	1988	Orig. 611. Chgd. to FEMV 221, 9-98, class F-5 1211, 5-03. Sc. 2-17-15
1212 D-1a	4-6-0 Schen	1885	1973	Orig. 594. Chgd. to FEMV 222, 8-98, class F-5 1212, 4-03. Sc. 4- 5-21
1213 D-1a	4-6-0 Schen	1885	1991	Orig. 614. Chgd. to FEMV 223, 11-98, class F-5 1213, 5-03. Sc. 10-20-22
1214 D-1a	4-6-0 Schen	1885	1987	Orig. 610. Chgd. to FEMV 224, 8-98, class F-5 1214, 5-03. Sc. 8-30-15
1215 D-1a	4-6-0 Schen	1885	1975	Orig. 596. Chgd. to FEMV 225, 8-98, class F-5 1215, 5-03. Sc. 12-21-15
1216 D-1a	4-6-0 Schen	1885	1993	Orig. 616. Chgd. to FEMV 226, 8-98, class F-5 1216, 5-03. Sc. 1-29-15
1217 D-1a	4-6-0 Schen	1885	1971	Orig. 592. Chgd. to WSP 61, 11-16-93; FEMV 212, 8-98; class F-5 FEMV 227, 10-19-02 1217, 3-03. Sc. 12-31-14
1218 D-1a	4-6-0 Schen	1887	2432	Orig. FEMV 88, class F. Chgd. to FEMV 200, 8-90; 1218, 4-03. Sc. 9-18-20
1219 E-3	4-4-0 Manch	1880		Orig. 14, class E-3. Chgd. to 1219- 5-03. Sc. 8- -05
1219 R-I	4-6-0 Schen	1906	38536	Orig. FEMV 15, class E-3. Chgd. to 1220, 3-03.
1220 E-3	4-4-0 Manch	1880		Sc. 9- -06
1220 R-I	4-6-0 Schen	1906	38537	Orig. FEMV 16, class E-3. 1221, 5-03.
1221 E-3	4-4-0 Manch	1880		Sc. 12-26-05
1221 R-I	4-6-0 Schen	1906	38538	Rebuilt 7-25.
1222 E-3	4-4-0 Manch	1880		Orig. FEMV 17, class E-3. Chgd. to 1222, 5-03. Sc. 4- 5-06
1222 R-I	4-6-0 Schen	1906	38539	Orig. FEMV 203, class F-1. Chgd. to 1223, 5-03.
1223 E-7	4-6-0 Schen	1891	3378	Sc. 6- 8-24

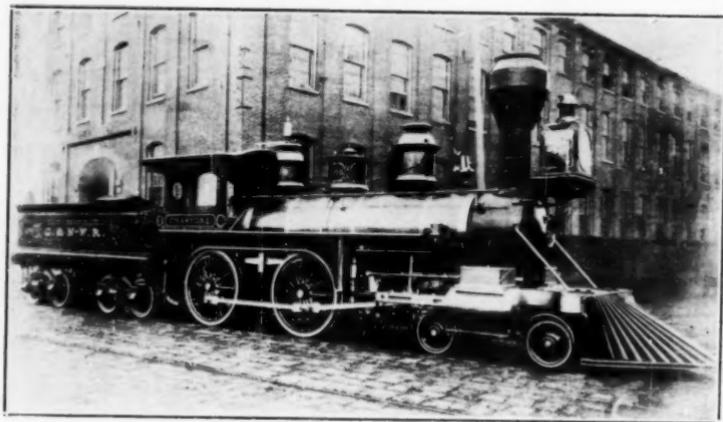
I-29	1224 E-7	4-6-0 Schen	1891	3379	Orig. FEMV 204, class F-I. Chgd. to 1224, 3-03. Sc. 5-20-22
I-29	1225 E-7	4-6-0 Schen	1891	3380	Orig. FEMV 205, class F-I. Chgd. to 1225, 4-03. Sc. 8- 3-24
2-31	1226 E-7	4-6-0 Schen	1891	3381	Orig. FEMV 206, class F-I. Chgd. to 1226, 5-03. Sc. 2- 6-26
0-29	1227 E-7	4-6-0 Schen	1891	3382	Orig. FEMV 207, class F-I. Chgd. to 1227, 5-03. Sc. 11-30-25
9-29	1228 E-8	4-6-0 Schen	1892	3949	Orig. FEMV 211, class F-2. Chgd. to FEMV 7 1902; 1228, 6-03. Sc. 1-16-23
1-29	1229 E-2	4-4-0 Manch	1883		Orig. FEMV 29, class E-2. Chgd. to 1229, 4-03. Sc. 3- -06
1-30	1229 R-1	4-6-0 Schen	1906	38540	
4-31	1230 E-2	4-4-0 Manch	1883		Orig. FEMV 30, class E-2. Chgd. to 1230, 6-03. Sc. 7- -06
3-28	1230 R-1	4-6-0 Schen	1906	38541	
201,	1231 E-2	4-4-0 Manch	1883		Orig. FEMV 31, class E-2. Chgd. to 1231, 4-03. Sc. 2- -06
2-20	1231 R-1	4-6-0 Schen	1906	38542	
022	1232 E-6	4-4-0 Bald	1885	7577	Orig. FEMV 32, class E. Chgd. to 1232, 4-03. Sc. 5- 9-22
4-21	1233 E-6	4-4-0 Bald	1885	7578	Orig. FEMV 33, class E. Chgd. to 1233, 4-03. Sc. 1-18-23
13,	1234 E-6	4-4-0 Bald	1885	7582	Orig. FEMV 34, class E. Chgd. to 1234, 4-03. Sc. 2-16-15
5-5	1235 E-6	4-4-0 Bald	1885	7580	Orig. FEMV 35, class E. Chgd. to 1235, 5-03. Sc. 3-18-20
19	1236 E-6	4-4-0 Bald	1885	7583	Orig. FEMV 36, class E. Chgd. to 1236, 5-03. Sc. 1- 9-17
5	1237 E-6	4-4-0 Bald	1885	7584	Orig. FEMV 37, class E. Chgd. to 1237, 5-03. Sc. 7-31-16
15	1238 E-6	4-4-0 Bald	1885	7585	Orig. FEMV 38, class E. Chgd. to 1238, 4-03. Sc. 4-9- 23
5	1239 E-6	4-4-0 Bald	1885	7586	Orig. FEMV 39, class E. Chgd. to 1239, 5-03. Sc. 6-22-22
2	1240 E-6	4-4-0 Bald	1885	7589	Orig. FEMV 40, class E. Chgd. to 1240, 3-03. Sc. 7-11-17
5	1241 E-6	4-4-0 Bald	1885	7587	Orig. FEMV 41, class E. Chgd. to 1241, 4-03. Sc. 3-16-18
5	1242 E-6	4-4-0 Bald	1885	7588	Orig. FEMV 42, class E. Chgd. to 1242, 4-03. Sc. 10-24-22
5	1243 E-6	4-4-0 Bald	1885	7590	Orig. FEMV 43, class E. Chgd. to 1243, 5-03. Sc. 1-16-23
7	1244 E-6	4-4-0 Bald	1885	7591	Orig. FEMV 44, class E. Chgd. to 1244, 3-03. Sc. 1-17-22
5	1245 E-6	4-4-0 Bald	1885	7593	Orig. FEMV 45, class E. Chgd. to 1245, 5-03. Sc. 3-14-16
5	1246 E-6	4-4-0 Bald	1885	7595	Orig. FEMV 46, class E. Chgd. to 1246, 4-03. Sc. 3-14-16
1247 E-10	4-4-0 Schen		1886	2093	Orig. FEMV 47, class E-I. Chgd. to 1247, 5-03. Sc. 1-17-23
1248 E-10	4-4-0 Schen		1886	2094	Orig. FEMV 48, class E-I. Chgd. to 1248, 5-03. Sc. 6- 9-22
1249 E-10	4-4-0 Schen		1886	2095	Orig. FEMV 49, class E-I. Chgd. to 1249, 5-03. Sc. 8- 3-24
1250 E-10	4-4-0 Schen		1886	2096	Orig. FEMV 50, class E-I. Chgd. to 1250, 5-03. Sc. 12-18-15
1251 E-10	4-4-0 Schen		1886	2097	Orig. FEMV 51, class E-I. Chgd. to 1251, 5-03. Sc. 7-30-20
1252 E-10	4-4-0 Schen		1886	2098	Orig. FEMV 52, class E-I. Chgd. to 1252, 5-03. Sc. 2- 4-16

1253 E-10	44-0 Schen	1886	2099	Orig. FEMV 53, class E-I.	Chgd. to 1253, 5-03. Sc. 9-20-24	1253
1254 E-10	44-0 Schen	1886	2100	Orig. FEMV 54, class E-I.	Chgd. to 1254, 5-03. Sc. 12-13-24	1254
1255 E-10	44-0 Schen	1886	2101	Orig. FEMV 55, class E-I.	Chgd. to 1255, 5-03. Sc. 3-31-20	1255
1256 E-10	44-0 Schen	1886	2102	Orig. FEMV 56, class E-I.	Chgd. to 1256, 5-03. Sc. 5- 8-25	1256
1257 E-10	44-0 Schen	1886	2103	Orig. FEMV 57, class E-I.	Chgd. to 1257, 5-03. Sc. 12-18-15	1257
1258 E-10	44-0 Schen	1886	2104	Orig. FEMV 58, class E-I.	Chgd. to 1258, 5-03. Sc. 6-16-17	1258
1259 A-2	44-0 C&NW	1883		Orig. 498. Chgd. to PFtPBCo #1, 3-1-12; 1259, 8-12.	Sc. 4-24-13	1259
1259 E-10	44-0 Schen	1886	2105	Orig. FEMV 59, class E-I.	Chgd. to 1259, 5-03. PFtPBCo. #1, 8-12; 1259, 8-23-20.	1259
1260 E-10	44-0 Schen	1886	2106	Orig. FEMV 60, class E-I.	Chgd. to 1260, 5-03. Sc. 11-28-24	1260
1261 E-10	44-0 Schen	1886	2107	Orig. FEMV 61, class E-I.	Chgd. to 1261, 5-03. Sc. 3- 4-16	1261
1262 E-10	44-0 Schen	1886	2108	Orig. FEMV 62, class E-I.	Chgd. to 1262, 5-03. Sc. 12- 9-14	1262
1263 E-10	44-0 Schen	1886	2109	Orig. FEMV 63, class E-I.	Chgd. to 1263, 5-03. Sc. 4-30-20	1263
1264 E-10	44-0 Schen	1886	2110	Orig. FEMV 64, class E-I.	Chgd. to 1264, 5-03. Sc. 5-20-19	1264
1265 E-10	44-0 Schen	1886	2111	Orig. FEMV 65, class E-I.	Chgd. to 1265, 5-03. Sc. 1-22-23	1265
1266 E-10	44-0 Schen	1886	2112	Orig. FEMV 66, class E-I.	Chgd. to 1266, 5-03. Sc. 2-15-23	1266
1267 E-10	44-0 Schen	1887	2283	Orig. FEMV 67, class E-I.	Chgd. to 1267, 5-03. Sc. 9-20-24	1267
1268 E-10	44-0 Schen	1887	2284	Orig. FEMV 68, class E-I.	Chgd. to 1268, 5-03. Sc. 7-31-19	1268
1269 E-10	44-0 Schen	1887	2285	Orig. FEMV 69, class E-I.	Chgd. to 1269, 6-03. Sc. 6-28-20	1269
1270 E-10	44-0 Schen	1887	2286	Orig. FEMV 70, class E-I.	Chgd. to 1270, 3-03. Sc. 5-17-19	1270
1271 E-10	44-0 Schen	1887	2287	Orig. FEMV 71, class E-I.	Chgd. to 1271, 6-03. Sc. 7- 7-16	1271
1272 E-10	44-0 Schen	1887	2288	Orig. FEMV 72, class E-I.	Chgd. to 1272, 6-03. Sc. 4-12-16	1272
1273 E-10	44-0 Schen	1887	2289	Orig. FEMV 73, class E-I.	Chgd. to 1273, 4-03. Sc. 6- 2-22	1273
1274 E-10	44-0 Schen	1887	2290	Orig. FEMV 74, class E-I.	Chgd. to 1274, 5-03. Sc. 9-20-24	1274
1275 E-10	44-0 Schen	1887	2291	Orig. FEMV 75, class E-I.	Chgd. to 1275, 5-03. Sc. 9- 6-19	1275
1276 E-10	44-0 Schen	1887	2292	Orig. FEMV 76, class E-I.	Chgd. to 1276, 5-03. Sc. 7-11-17	1276
1277 E-10	44-0 Schen	1887	2293	Orig. FEMV 77, class E-I.	Chgd. to 1277, 5-03. Sc. 5- 8-25	1277
1278 E-10	44-0 Schen	1887	2294	Orig. FEMV 78, class E-I.	Chgd. to 1278, 5-03. Sc. 2- 8-16	1278
1279 E-10	44-0 Schen	1887	2295	Orig. FEMV 79, class E-I.	Chgd. to 1279, 5-03. Sc. 12-14-15	1279
1280 E-10	44-0 Schen	1887	2296	Orig. FEMV 80, class E-I.	Chgd. to 1280, 5-03. Sold to J. A. Martin for exhibition purposes, 8-1-22.	1280
1281 E-10	44-0 Schen	1887	2297	Orig. FEMV 81, class E-I.	Chgd. to 1281, 5-03. Sc. 8- 3-24	1281

-03	1282 E-10	4-4-0 Schen	1887	2298	Orig. FEMV 82, class E-1. Chgd. to 1282, 6-03; Sc. 6-17-16
-03	1283 E-10	4-4-0 Schen	1887	2299	Orig. FEMV 83, class E-1. Chgd. to 1283, 5-03; Sc. 8-22-19
-03	1284 E-10	4-4-0 Schen	1887	2300	Orig. FEMV 84, class E-1. Chgd. to 1284, 5-03; Sc. 1-22-23
-03	1285 E-10	4-4-0 Schen	1887	2301	Orig. FEMV 85, class E-1. Chgd. to 1285, 4-03; Sc. 1-18-23
-03	1286 E-10	4-4-0 Schen	1887	2302	Orig. FEMV 86, class E-1. Chgd. to 1286, 5-03; Sc. 1-18-23
-03	1287 E-10	4-4-0 Schen	1887	2431	Orig. FEMV 87, class E-1. Chgd. to 1287, 6-03; Sc. 6-19-22
-13	1288 A-3	4-4-0 Schen	1883	1792	Orig. 530. Chgd. to FEMV 88, 8-90, class E-4; Sc. 7-1-14
-03	1289 A-3	4-4-0 Schen	1883	1816	Orig. 547. Chgd. to FEMV 89, 8-90, class E-4; Sc. 1-29-15
-03	1290 A-3	4-4-0 Schen	1883	1743	Orig. 523. Chgd. to FEMV 90, 8-90, class E-4; Sc. 11-26-12
-03	1291 A-3	4-4-0 Schen	1883	1744	Orig. 524. Chgd. to FEMV 91, 8-90, class E-4; Sc. 12-7-14
-03	1292 A-3	4-4-0 Schen	1883	1790	Orig. 528. Chgd. to FEMV 92, 8-90, class E-4; Sc. 3-27-13
-03	1293 C-3	4-4-0 Schen	1886	2088	Reb. to C-5, 4-23. Orig. 55. Chgd. to FEMV 93, 10-97, class F-4; 1293, 5-03. Sc. 10-29-28
-03	1294 C-3	4-4-0 Schen	1886	2202	Reb. to C-5, 11-21. Orig. 155. Chgd. to FEMV 94, 11-97, class F-4; 1294, 4-03. Sc. 2-16-29
-03	1295 C-3	4-4-0 Schen	1886	2073	Reb. to C-5, 2-23. Orig. 629. Chgd. to FEMV 94, 11-97, class F-4; 1295, 4-03. Sc. 2-26-29
-03	1296 C-3	4-4-0 Schen	1887	2282	Reb. to C-5, 9-16. Orig. 683. Chgd. to FEMV 95, 11-97, class F-4; 1296, 5-03. Sc. 5-6-27
-03	1297 C-3	4-4-0 Schen	1886	2072	Orig. 628. Chgd. to FEMV 97, 11-97, class F-4; 1297, 3-03; 24, 1-05. Sc. 6-9-26
-03	1297 D	4-4-2 Schen	1905	30294	Orig. FEMV 208, class G. Chgd. to 1298, 6-03; Sc. 4-23-27
-03	1298 G	4-8-0 NG Schen	1891	3421	Orig. FEMV 209, class G. Chgd. to 1299, 5-03; Sc. 4-23-27
-03	1298 D	4-4-2 Schen	1905	30295	Orig. FEMV 210, class G. Chgd. to 1300, 6-03; Sc. 12-13-24
-03	1299 G	4-8-0 NG Schen	1891	3422	Orig. FEMV 211, class G. Chgd. to 1301, 6-03; Sc. 11-23-28
-03	1299 D	4-4-2 Schen	1905	30296	Orig. FEMV 212, class G. Chgd. to 1302, 6-03; Sc. 4-9-25
-03	1300 G	4-8-0 NG Schen	1892	3703	Orig. FEMV 213, 5-03; 1303, 10-04. Sc. 7-31-37
-03	1300 D	4-4-2 Schen	1905	30293	Orig. FEMV 18, class B. Chgd. to 1303, 5-03; Sc. 12- -04
-03	1301 G	4-8-0 NG Schen	1902	26610	Orig. FEMV 19, class B. Chgd. to 1304, 5-03; Sc. 12- -04
-03	1301 D	4-4-2 Schen	1905	30297	Orig. Cl&D#1. Chgd. to 1305, 4-04. Sold 9- -05
-03	1302 G	4-8-0 NG Schen	1902	27601	Orig. Cl&D#2. Chgd. to 1306, 11-03. Sold 8- -05 Sc. 8-25-36
-03	1302 D	4-4-2 Schen	1905	30298	
-03	1303 E-9	4-4-0 Manch	1881		
-03	1303 D	4-4-2 Schen	1904	29712	
-03	1304 E-9	4-4-0 Manch	1881		
-03	1304 D	4-4-2 Schen	1904	29713	
-03	1305 V-1	4-4-0 Cooke	1882		
-03	1305 D	4-4-2 Schen	1904	29714	
-03	1306 V-2	4-4-0 Cooke	1883		
-03	1306 D	4-4-2 Schen	1904	29715	
-03	1307 D	4-4-2 Schen	1904	29716	
-03	1308 D	4-4-2 Schen	1906	39247	
-03	1309 D	4-4-2 Schen	1906	39248	

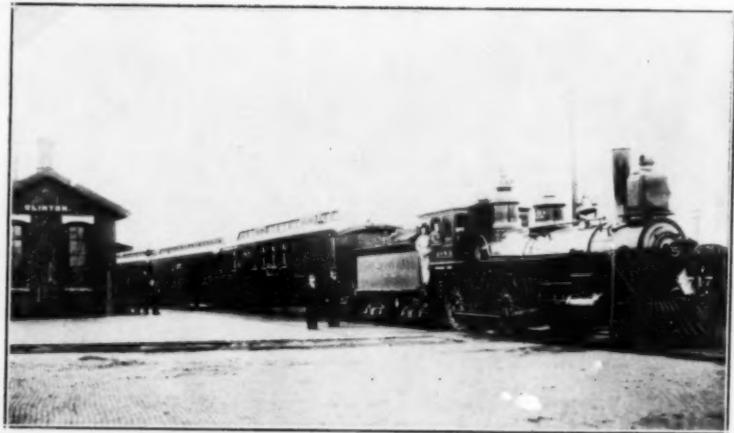
1310 D	4-4-2 Schen	1906 39249	
1311 D	4-4-2 Schen	1906 39250	
1312 D	4-4-2 Schen	1906 39251	
1313 D	4-4-2 Schen	1906 39252	
1314 D	4-4-2 Schen	1906 39253	Sc. 9-15-36
1315 D	4-4-2 Schen	1906 39254	
1316 D	4-4-2 Schen	1906 39255	
1317 D	4-4-2 Schen	1906 39256	
1318 Q	4-6-0 Rogers	1906 38553	Sc. 1-30-29
1319 Q	4-6-0 Rogers	1906 38554	
1320 Q	4-6-0 Rogers	1906 38555	Sc. 1-14-29
1321 Q	4-6-0 Rogers	1906 38556	
1322 Q	4-6-0 Rogers	1906 38557	Sc. 3- 4-30
1323 Q	4-6-0 Rogers	1906 38558	Sc. 2- 4-29
1323 R-I	4-6-0 Bald	1908 32567	
1324 Q	4-6-0 Rogers	1906 38559	Chgd. to PRCNW 2, 8-1-07; 498, 8-7-20.
1324 R-I	4-6-0 Bald	1908 32574	Sc. 1-10-29
1325 Q	4-6-0 Rogers	1906 38560	Chgd. to PRCNW 3, 7-23-07; 499, 8-3-20.
1325 R-I	4-6-0 Bald	1908 32594	Sc. 1-26-29
1326 Q	4-6-0 Rogers	1906 38561	Chgd. to PRCNW 4, 7-24-07; 500, 8-10-20.
1326 R-I	4-6-0 Bald	1908 32602	Sc. 1-10-29
1327 Q	4-6-0 Rogers	1906 38562	Chgd. to PRCNW 5, 7-23-07; 501, 8-3-20.
1327 R-I	4-6-0 Bald	1908 32603	Sc. 7-22-31
1328 Q	4-6-0 Rogers	1906 38563	Chgd. to PRCNW 6, 8-6-07; 502, 8-6-20.
1328 R-I	4-6-0 Bald	1908 32604	Sc. 3-14-29
1329 Q	4-6-0 Rogers	1906 38564	Chgd. to PRCNW 7, 7-31-07; 503, 8-4-20.
1329 R-I	4-6-0 Bald	1908 32626	Sc. 7-30-31
1330 Q	4-6-0 Rogers	1906 38565	Chgd. to PRCNW 8, 7-22-07; 504, 8-16-20.
1330 R-I	4-6-0 Bald	1908 32645	Sc. 1-12-29
1331 Q	4-6-0 Rogers	1906 38566	Chgd. to PRCNW 9, 7-22-07; 505, 8-11-20.
1331 R-I	4-6-0 Bald	1908 32660	Sc. 8-13-31
1332 Q	4-6-0 Rogers	1906 38567	Chgd. to PRCNW 10, 8-2-07; 506, 8-4-20.
1332 R-I	4-6-0 Bald	1908 32661	Sc. 1-24-29
1333-1367 R-I	4-6-0 Schen	1906 39212-39246	1344 reb. 9-26. 1350 reb. 3-22. 1359 Sc. 8- 8-36
1368-1397 R-I	4-6-0 Schen	1907 42170-42199	1372 reb. 9-26. 1373 reb. 11-27. 1390 reb. 10-25. 1395 reb. 11-25.
1398-1427 R-I	4-6-0 Schen	1907 42399-42428	
1428-1442 M-I	0-6-0 Schen	1907 42210-42224	1431 reb. 1-27. 1433 reb. 1-24. 1428 sc. 4-6- 28. 1429 sc. 8-12-31. 1432 sc. 7-20-31. 1434 sc. 7-13-31. 1436 sc. 5-8-31. 1437 sc. 4-7- 28. 1438 sc. 3-22-29. 1439 sc. 6-9-37. 1441 sc. 4-10-29. 1442 sc. 7-16-31.
1443-1452 D	4-4-2 Schen	1907 42200-42209	1443 Sc. 9-17-36
1453 L	4-6-2 Schen	1908 45236	Sc. 7-12-35
1454 L	4-6-2 Schen	1909 45933	Sc. 5- 6-35
1455-1483 Z	2-8-0 Schen	1909 46607-46635	
1484 Z	2-8-0 Schen	1909 46637	
1485 Z	2-8-0 Schen	1909 46636	
1486-1494 Z	2-8-0 Schen	1909 46638-46646	

6  
9  
9  
0  
9  
9  
9  
9  
31  
29  
31  
29  
31  
29  
31  
36  
b.  
6-  
34  
7-  
31  
36  
35  
35



Courtesy of Baldwin Locomotive Works.

C. & N. W. #206. "Crawford."



C. & N. W. #522, class A-3, Clinton, Iowa, 1893.

1495-1499	M-1	0-6-0	Schen	1909	46691-46695	1495 sc. 4-17-35.	1496 sc. 7-24-31.	1497 sc. 6-23-31.
1500-1524	E	4-6-2	Schen	1909	46582-46606	1521 reb. 5-28.	1508 sc. 8-17-37.	1517 sc. 9-10-37.
1525-1544	E	4-6-2	Schen	1910	47825-47844	1538 reb. 5-28.		
1545-1564	E	4-6-2	Schen	1911	50100-50119	1555 reb. 10-24.	1553 Sc. 8- 6-36	
1565-1579	E	4-6-2	Schen	1912	50909-50923	1568 reb. 6-24.	1577 reb. 11-26.	
1580-1586	E	4-6-2	Schen	1913	53032-53038	1586 reb. 11-27.	1580 Sc. 8-25-36	
1587-1598	E	4-6-2	Schen	1914	54503-54514			
1599-1613	E	4-6-2	Schen	1914	54847-54851			
1604-1609	E	4-6-2	Schen	1915	55534-55539			
1610-1615	E	4-6-2	Schen	1916	56229-56234			
1616-1627	E	4-6-2	Schen	1917	57317-57328			
1628-1647	E	4-6-2	Schen	1921	62694-62713		1628 Sc. 4-24-31	
1648-1657	E	4-6-2	Dunkirk	1922	63497-63506			
1658-1667	E	4-6-2	Dunkirk	1923	63883-63892			
1700	Z	2-8-0	Bald	1910	34991			
1701-1708	Z	2-8-0	Bald	1910	35015-35022			
1709-1714	Z	2-8-0	Bald	1910	35060-35065			
1715-1720	Z	2-8-0	Bald	1910	35101-35106		1719 Sc. 11- 4-37	
1721-1722	Z	2-8-0	Bald	1910	35144-35145			
1723-1724	Z	2-8-0	Bald	1910	35223-35224			
1725-1750	Z	2-8-0	Schen	1910	47845-47870	1730 sc. 7-22-37.	1750 Sc. 9-23-36	
1751-1777	Z	2-8-0	Schen	1910	49035-49061		1751 Sc. 11-23-37	
1778-1800	Z	2-8-0	Schen	1911	49062-49084		1786 Sc. 11- 2-37	
1801-1820	Z	2-8-0	Schen	1911	50494-50513			
1821-1865	Z	2-8-0	Schen	1912	50849-50893		1827 Sc. 7-21-37	
1866-1910	Z	2-8-0	Schen	1913	53047-53091			
2000-2014	M-1	0-6-0	Schen	1912	50894-50908			
2015-2018	M-1	0-6-0	Bald	1913	39183-39186			
2019-2026	M-1	0-6-0	Bald	1913	39223-39230			
2027-2034	M-1	0-6-0	Bald	1913	39307-39314			
2035-2038	M-1	0-6-0	Bald	1913	39342-39345			
2039-2043	M-1	0-6-0	Bald	1913	39366-39370			
2044-2061	M-1	0-6-0	Schen	1914	54485-54502	2049 rebuilt 8-26.		
2062-2079	M-1	0-6-0	Schen	1916	56241-56258			
2080-2104	M-1	0-6-0	Patterson	1917	57329-57353			
2111-2130	M-2	0-6-0	Dunkirk	1923	64425-64444			
2131-2150	M-2	0-6-0	Dunkirk	1922	63477-63496			
2151-2160	M-2	0-6-0	Schen	1916	55523-55532		2158 Sc. 9-17-37	
2161-2170	M-2	0-6-0	Schen	1916	56219-56228			
2171-2185	M-2	0-6-0	Brooks	1917	57354-57368			
2201-2204	E-1	4-6-2	Schen	1913	53028-53031			
2205-2214	E-1	4-6-2	Schen	1914	54852-54861			
2215-2220	E-1	4-6-2	Schen	1915	55544-55549	2218 rebuilt 7-26.	2215 Sc. 10-15-37	
2221-2226	E-1	4-6-2	Schen	1916	56235-56240			
2301-2315	J	2-8-2	Schen	1913	53094-53108			
2316-2335	J	2-8-2	Schen	1914	54429-54448			
2336-2360	J	2-8-2	Schen	1914	54862-54886			
2361-2372	J	2-8-2	Schen	1916	55606-55617			
2373-2397	J	2-8-2	Schen	1916	56259-56283			
2398-2422	J	2-8-2	Schen	1917	57292-57316			
2423-2442	J	2-8-2	Richmond	1918	58144-58163			
2443-2472	J	2-8-2	Richmond	1918	58377-58406	2455 rebuilt 3-24.		
2473-2484	J	2-8-2	Richmond	1918	58407-58418			
2485-2492	J	2-8-2	Richmond	1919	58419-58426			

2493-2522 J	2-8-2	Richmond	1921	62664-62693	2494 reb. to J-A, 8-21-37. 2495 reb. to J-A, 6-30-37. 2504 reb. to J-A, 9-30-37. 2507 reb. to J-A, 5-24-37. 2521 reb. to J-A, 4-20-37.
2523-2532 J	2-8-2	Richmond	1921	62785-62794	2526 reb. to J-A, 6-23-36. 2529 reb. to J-A, 9-15-36. 2531 reb. to J-A, 9-25-36. 2532 reb. to J-A, 3-17-37.
2533-2552 J	2-8-2	Dunkirk	1922	63507-63526	2534 reb. to J-A, 10-5-36. 2541 reb. to J-A, 5-29-36. 2542 reb. to J-A, 6-16-36. 2550 reb. to J-A, 6-29-36.
2553-2592 J	2-8-2	Dunkirk	1923	63843-63882	2555 reb. to J-A, 6-29-35. 2557 reb. to J-A, 8-18-36. 2558 reb. to J-A, 8-25-35. 2561 reb. to J-A, 8-29-35. 2567 reb. to J-A, 7-27-35. 2574 reb. to J-A, 8-17-35. 2579 reb. to J-A, 7-10-36. 2584 reb. to J-A, 8-8-36. 2585 reb. to J-A, 7-27-36.
2593-2600 J	2-8-2	Dunkirk	1923	64445-64452	2596 reb. to J-A, 10-26-36. 2600 reb. to J-A, 5-23-36.
2601-2625 M-3	0-6-0	Patterson	1919	61348-61372	
2626-2635 M-3	0-6-0	Schen	1919	61323-61332	
2636-2643 M-4	0-8-0	Richmond	1927	67384-67391	
2701-2710 J	2-8-2	Dunkirk	1923	64453-64462	
2801-2812 J-4	2-8-4	Dunkirk	1927	67372-67383	
2901 E-2	4-6-2	Schen	1923	64463	Rebuilt to E-2b, 10-24-35.
2902 E-2	4-6-2	Schen	1923	64464	Rebuilt to E-2a, 11-19-34.
2903 E-2	4-6-2	Schen	1923	64465	Rebuilt to E-2a, 11- 1-34.
2904 E-2	4-6-2	Schen	1923	64466	Rebuilt to E-2b, 7-31-35.
2905 E-2	4-6-2	Schen	1923	64467	Rebuilt to E-2b, 6-29-35.
2906 E-2	4-6-2	Schen	1923	64468	Rebuilt to E-2b, 3-16-36.
2907 E-2	4-6-2	Schen	1923	64469	Rebuilt to E-2a, 12-14-34.
2908 E-2	4-6-2	Schen	1923	64470	Rebuilt to E-2a, 12-21-34.
2909 E-2	4-6-2	Schen	1923	64471	Rebuilt to E-2b, 11-30-35.
2910 E-2	4-6-2	Schen	1923	64472	Rebuilt to E-2b, 12-23-35.
2911 E-2	4-6-2	Schen	1923	64473	Rebuilt to E-2b, 9-18-35.
2912 E-2	4-6-2	Schen	1923	64474	Rebuilt to E-2b, 8-21-35.
3001-3002 H	4-8-4	Bald	1929	60986-60987	
3003-3007 H	4-8-4	Bald	1929	61013-61017	
3008-3020 H	4-8-4	Bald	1929	61060-61072	
3021-3030 H	4-8-4	Bald	1929	61092-61101	
3031-3035 H	4-8-4	Bald	1929	61123-61127	
4001-4008 E-4	4-6-4	Schen	1938	68982-68989	
4009 E-4	4-6-4	Schen	1938	69028	

## OIL BURNERS

The Chicago & North Western in 1911 converted three coal burning locomotives to oil burners. These were the 1182 and 1193 both class Q, and the 1247 class E-10. The success of this experiment is evident, for since that date close to 300 locomotives have been similarly converted, some being changed back to coal burners as they were shopped, but an average of about 150 oil burners have been maintained in service during the past 25 years.

The fuel oil being readily obtained on its own tracks in Wyoming, the road operates locomotives west of the Missouri River with this fuel. The conversion to oil burners is accomplished without change in design of the boiler, although certain interior parts are removed necessitated for the installation of the oil burning equipment. A tank to carry the oil is built to fit in the tender coal space.

Class J engines, numbers 2704 to 2710 inclusive, came direct from the builders equipped for oil burning. Mention should also be made of the class E-2 engines which were rebuilt in 1934 to class E-2a, to provide a high speed schedule on the "400" between Chicago, Milwaukee, St. Paul and Minneapolis. Together with other changes these four locomotives, 2902, 2903, 2907 and 2908, were rebuilt as oil burners.

The following list gives locomotives that have been equipped to burn oil. As mentioned above, some have since been changed back to coal burners and others have been scrapped.

- Class A—6, 17, 207, 584, 593  
Classes C-3 & C-5—54, 108, 619, 622, 624, 636, 669, 673, 674, 677, 682, 687, 691, 692, 698, 699, 1293, 1294  
Class D—1019, 1026, 1028, 1087, 1091, 1092, 1099, 1100, 1298, 1301, 1304, 1305, 1308, 1310, 1311, 1313, 1449  
Class E—1518, 1539  
Class E-I—2206, 2224  
Class E-2a—2902, 2903, 2907, 2908  
Class E-6—1233, 1235, 1238, 1239, 1240, 1242, 1243, 1244, 1246  
Class E-7—1223  
Class E-10—1247-1249, 1253, 1254, 1259, 1260, 1264-1268, 1271, 1273, 1275, 1276, 1281, 1285-1287  
Class G, narrow gauge—all locomotives of this class  
Class J—2308, 2312, 2318, 2319, 2332, 2375, 2377, 2382, 2393, 2401, 2405, 2704-2710  
Class K—28, 611, 617, 389, 1037, 1170, 909  
Class K-3—731  
Class M—842  
Class M-1—420, 426, 1498, 2000, 2002, 2003, 2006, 2008  
Class M-2—2129, 2130, 2154  
Class Q—562, 565, 1177, 1181, 1182, 1185, 1189, 1191, 1193, 1321  
Class R—16, 47, 86, 105, 139, 141, 197, 204, 239, 255, 260, 263, 265, 267, 276, 308, 381, 384, 683, 857, 885  
Class R-1—44, 61, 122, 168, 185, 287, 290, 345, 348, 375, 383, 440, 441, 444, 449, 467, 471, 472, 473, 474, 481, 486, 491, 594, 596, 896, 912, 921, 924, 935, 960, 1066, 1068, 1070, 1072, 1079, 1105, 1108, 1111, 1117, 1118, 1121, 1122, 1124, 1132, 1135, 1140, 1142, 1149, 1152, 1157, 1159, 1160, 1161, 1219, 1220, 1230, 1231, 1324, 1335, 1338, 1340, 1350, 1355, 1356, 1360-1362, 1366-1368, 1374, 1379, 1384, 1386, 1388, 1389, 1392, 1394, 1395, 1401, 1408, 1414, 1418, 1423, 1427  
Class S-2—142, 144, 164, 205, 296, 530, 543, 648, 747, 750, 752, 755, 756, 763, 765, 769  
Class S-3—786, 789  
Class S-4—798, 801, 802, 804, 808, 810, 811, 825, 826, 829-831, 836  
Class Z—1467, 1487, 1705, 1793, 1799, 1804, 1805, 1813, 1814, 1848

## SHOP TRANSFER LOCOMOTIVES

Shop	Tfr.	Orig.	Locomotive	Changed to	Changed to	Final Disposition
No.	No.	Class	Type			
—	494	K-I	0-4-0	0-494, 10-1-10	Round House # 1, 12-24-10	Sc. 2-22-11
1	33	K-I	0-4-0	A-33, 3-21-10	Shop Tfr. # 1, 11-11	Sc. 7- 2-27
2	430	D-7	0-4-0	A-430, 9-10	Shop Tfr. # 2, 11-21-11	Sc. 11-23
3	114	K-I	0-4-0	A-114, 12-6-09	Shop Tfr. # 3, 11-11	Sc. 12-23
4	577	K-I	0-4-0	Round Hse. #2, 2-10-11	Shop Tfr. # 4, 11-11	Sc. 12-23
5	492	K-I	0-4-0	Shop Tfr. "Clinton" 5-18-10	Shop Tfr. # 5, 5-11-11	Sc. 4-12-21
6	63	K-I	0-4-0	A-63, 12-6-09	Shop Tfr. # 6, 11-11	Sc. 8-15
7	277	K-I	0-4-0	A-277, 1909	Shop Tfr. # 7, 11-11	Sc. 3-11-12
7	572	D-2s	2-6-0		Shop Tfr. # 7, 4-4-12	Sc. 7- 8-30
8	371	K-I	0-4-0	A-371, 12-09	Shop Tfr. # 8, 11-11	Sc. 6-24
9	21	K-I	0-4-0	A-21, 12-6-09	Shop Tfr. # 9, 11-11	Sc. 10-21
10	369	K-I	0-4-0	A-369, 12-09	Shop Tfr. # 10, 11-11	Sc. 8-22-17
11	739	K-3	0-6-0		Shop Tfr. #11, 11-22-20	Sc. 5-21-23
12	725	K-3	0-6-0		Shop Tfr. #12, 3-30-21	Sc. 2-18-28
13	744	K-3	0-6-0		Shop Tfr. #13, 12-30-23	Sc. 7-31-28
14	742	K-3	0-6-0		Shop Tfr. #14, 3-30-23	Sc. 11- 3-28
15	728	K-3	0-6-0		Shop Tfr. #15, 12-24-23	Sc. 7-17-28
16	not used.					
17	736	K-3	0-6-0		Shop Tfr. #17, 1-17-24	Sc. 5-25-28
18	726	K-3	0-6-0		Shop Tfr. #18, 6-19-24	Sc. 5-25-28
19	1046	K	0-6-0		Shop Tfr. #19, 7-2-27	Sc. 7-11-37
20	280	K	0-6-0		Shop Tfr. #20, 6-14-28	
21	1175	K	0-6-0		Shop Tfr. #21, 7-31-28	
22	37	K	0-6-0		Shop Tfr. #22, 6-27-28	
23	1170	K	0-6-0		Shop Tfr. #23, 7-15-28	Sc. 8-26-37
24	615	K	0-6-0		Shop Tfr. #24, 10-20-28	Sc. 7- 8-37
25	614	K	0-6-0		Shop Tfr. #25, 12-31-28	
26	75	M-1	0-6-0		Shop Tfr. #26, 8-30-37	
27	430	M-1	0-6-0		Shop Tfr. #27, 7-29-37	

## OIL-ELECTRIC SWITCHING LOCOMOTIVES

Number	Wheel Arrang.	Builder and date built	Horse power.	Total weight.
1000	8 wheel	Ingersoll-Rand 1926	300	130,000#
1001	8 wheel	Ingersoll-Rand 1926	300	130,000#
1002	8 wheel	Ingersoll-Rand 1927	300	130,000#
1200	8 wheel	Ingersoll-Rand 1930	600	216,000#

## GAS-ELECTRIC MOTOR CARS

Number	Builder and date built	Service	Total weight
9900	Electro-Motv. Co.	1925 Baggage, smoker, coach	78,300#
9901-3	Electro-Motv. Co.	1926 Mail, baggage, smoker, coach	92,720#
9904-8	Electro-Motv. Co.	1927 Mail, baggage, smoker, coach	100,360#
9909-11	Pullman C. & M. Corp.	1928 Mail, baggage, smoker, coach	103,233#
9912	Pullman C. & M. Corp.	1928 Mail, baggage, smoker, coach	105,300#
9913-17	Pullman C. & M. Corp.	1928 Mail and baggage	131,840#
9918-19	Pullman C. & M. Corp.	1928 Mail and baggage	108,600#
9920	Pullman C. & M. Corp.	1928 Mail, baggage, smoker, coach	110,900#
9921	Pullman C. & M. Corp.	1928 Baggage, smoker, coach	106,800#
9922	Pullman C. & M. Corp.	1928 Mail, smoker, coach	107,200#
9923-24	Pullman C. & M. Corp.	1929 Smoker, coach	123,000#
9925-26	Pullman C. & M. Corp.	1929 Mail, baggage, smoker, coach	117,000#
9927	Pullman C. & M. Corp.	1929 Mail, baggage, smoker, coach	151,800#
9928-29	Pullman C. & M. Corp.	1929 Mail and baggage	111,700#
9930-31	Pullman C. & M. Corp.	1929 Mail and baggage	155,100#
9932	Pullman C. & M. Corp.	1929 Mail and baggage	154,900#
	9900 sold to Sperry Products Co., 3-24-37.		
	9931 scrapped 3-5-36.		

## WINONA & ST. PETER LOCOMOTIVES

Note:—Chicago & North Western and Winona & St. Peter class designations are identical.

1		B. M. Co.	1866		Prob. Sc. ab. 1887
1	A-3	4-4-0 Schen	1883	See C&NW list #520, 889	
2		Rogers	—	"Winona"	Prob. Sc. ab. 1883
2	B-1	4-4-0 C&NW	1883	See C&NW list #890	
3		Smith &			
		Jack.	1862	"St. Charles"	Prob. Sc. ab. 1888
3	A-3	4-4-0 C&NW	1884	See C&NW list #71, 891	
4		Rogers	1864	"Rochester" const. #496	Sc. 11-15-93
4	A-3	4-4-0 Schen	1883	See C&NW list #508, 892	
5		Rogers	1864	"Owatonna" const. #525	Prob. Sc. ab. 1887
5	B-1	4-4-0 C&NW	1880	See C&NW list #67, 893	
6		Rogers	1865	"Fairbault"	Sc. 9- 5-87
6		Rogers	1865	Orig. C&NW 42; changed to W&StP 6, 9-5-87; changed to W&StP 12, 10-1-88	Sc. 1-15-89
6	B-1	4-4-0 C&NW	1880	See C&NW list #374, 894	
7	O-3	4-4-0 Rogers	1866	"Utica". See C&NW list #895	
8	O-3	4-4-0 Rogers	1866	"Kasson". See C&NW list #896	
9		Hink	1866	"Claremont"	Sc. 5- 8-90
9	A-3	4-4-0 Schen	1883	See C&NW list #533, 897	
10		Hink	1866	"St. Peter"	Sc. 4-16-90
10	A-3	4-4-0 Schen	1883	See C&NW list #535, 898	
11		Hink	1866		Sc. 11-25-92
11	D-3	4-4-0 Bald	1881	See C&NW list #421, 899	
12		Hink	1866		Sc. 10- 1-88
12	Q-2	4-4-0 Rogers	1865	Orig. C&NW 42; changed to W&StP 6, 9-5-87; changed to W&StP 12, 10-1-88	Sc. 1-15-89
12	A-3	4-4-0 Schen	1883	See C&NW list #511, 900	
13		Hink	1866		Sc. 7- 1-90
13	A-3	4-4-0 Schen	1883	See C&NW list #543, 1013	
14		Hink	1866		Sc. 9-22-92
14	D-3	4-4-0 Bald	1881	See C&NW list #427, 1014	
15	G-1	4-4-0 Rd Is	1872	See C&NW list #1015	
16	G-2	4-4-0 Rd Is	1872	See C&NW list #1016	
17	G-2	4-4-0 Rd Is	1872	See C&NW list #1017	
18	G-1	4-4-0 Rd Is	1872	See C&NW list #1018	
19	D-4	4-4-0 Bald	1872	"Creston". See C&NW list #1019, 1046	
20	D-4	4-4-0 Bald	1872	"Rochelle". See C&NW list #1020, 1047	
21	D-4	4-4-0 Bald	1872	"Anonosa"	Sc. 3- -98
21	D-3	4-4-0 Bald	1881	See C&NW list #428, 1021, 1033	
22	D-4	4-4-0 Bald	1872	"Delmar". See C&NW list #1022	
23	D-4	4-4-0 Bald	1872	"Onslow". See C&NW list #1023	
24	D-4	4-4-0 Bald	1872	"De Witt". See C&NW list #1024	
25	D-4	4-4-0 Bald	1872	"Comanche". See C&NW list #1025, 1037	
26	D-4	4-4-0 Bald	1872	"Fairfax". See C&NW list #1026	
27	D-4	4-4-0 Bald	1872	"La Moille". See C&NW list #1027, 1044	
28	D-4	4-4-0 Bald	1872	"Norway". See C&NW list #1028	
29	A-3	4-4-0 C&NW	1885	See C&NW list #1029, 113	
30	B-4	4-4-0 C&NW	1878	See C&NW list #1030, 138	
31		Rogers	1860	Prob. orig. C&NW #106 changed 1882	Sc. 7- 1-86
31	D-3	4-4-0 Bald	1881	See C&NW list #1031, 415	
32		Rogers	1861	Prob. orig. C&NW #109 changed 1882	Sc. 10- -89
32	A-3	4-4-0 Schen	1883	See C&NW list #1032, 512	
33		Jer City	1864	Prob. orig. C&NW #132 changed 1882	Sc. ab. 1889
33	B-5	4-4-0 C&NW	1875	Orig. W&StP 34; changed to W&StP 33, 5-31-89. See C&NW list #1033	
34	B-5	4-4-0 C&NW	1875	Changed to W&StP 33, 5-31-89	
34	A-3	4-4-0 Schen	1883	See C&NW list #1034, 527	

35	D-4	4-4-0	Bald	1872	See C&NW list #269 and Note "B"	Sc. 5-25-93
35	A-3	4-4-0	Schen	1883	See C&NW list #1035, 516	
36	D-4	4-4-0	Bald	1872	See C&NW list #270 and Note "B"	Sc. 5- - 95
36	A-3	4-4-0	Schen	1883	See C&NW list #1036, 525	
37	D-4	4-4-0	Bald	1873	See C&NW list #271, 1037 and Note "B"	
38	D-4	4-4-0	Bald	1873	See C&NW list #272, 1038 and Note "B"	
39	D-4	4-4-0	Bald	1873	See C&NW list #273, 1039 and Note "B"	
40	D-4	4-4-0	Bald	1873	See C&NW list #274, 1040 and Note "B"	
41	D-4	4-4-0	Bald	1873	See C&NW list #275, 1041 and Note "B"	
42	D-4	4-4-0	Bald	1873	See C&NW list #276, 1042 and Note "B"	
43	D-4	4-4-0	Bald	1873	See C&NW list #277, 1043 and Note "B"	
44	D-4	4-4-0	Bald	1873	See C&NW list #278, 1044 and Note "B"	
45	D-4	4-4-0	Bald	1873	See C&NW list #279, 1045 and Note "B"	
46	G-1	4-4-0	Rd Is	1873	See C&NW list #1046, 286	
47	G-1	4-4-0	Rd Is	1873	See C&NW list #1047, 293	
48			Hink	1866	Prob. orig. C&NW	Sc. 11-15-91
48	A-3	4-4-0	Schen	1883	See C&NW list #1048, 518, 547	
49		C&NW		1865	Prob. orig. C&NW	Sc. 10- 8-88
49	A-3	4-4-0	Schen	1883	See C&NW list #1049, 551	
50		C&NW		1866	Prob. orig. C&NW	Sc. 1-18-90
50	A-3	4-4-0	Schen	1883	See C&NW list #1050, 554	
51		C&NW		1865	Prob. orig. C&NW	Sc. 4-10-90
51	A-3	4-4-0	Schen	1883	See C&NW list #1051, 569	
52		Hink		1866	Prob. orig. C&NW	Sc. 11-26-91
52	D-3	4-4-0	Bald	1881	See C&NW list #1052, 443	
53	D-1a	4-6-0	Schen	1885	See C&NW list #1053, 584	
54	D-1a	4-6-0	Schen	1885	See C&NW list #1203, 585; FEMV list #213	
54	S-3	4-6-0	Schen	1891	See C&NW list #1054, 113	
55	D-1a	4-6-0	Schen	1885	See C&NW list #1055, 586	
56	D-1a	4-6-0	Schen	1885	See C&NW list #1207, 587; FEMV list #217	
56	S-3	4-6-0	Schen	1891	See C&NW list #1056, 138	
57	D-1a	4-6-0	Schen	1885	See C&NW list #1057, 588	
58	D-1a	4-6-0	Schen	1885	See C&NW list #1058, 589	
59	D-1a	4-6-0	Schen	1885	See C&NW list #1059, 590	
60	D-1a	4-6-0	Schen	1885*	See C&NW list #1060, 591	
61	D-1a	4-6-0	Schen	1885	See C&NW list #1217, 592; FEMV list #212, 227	
61	S-3	4-6-0	Schen	1891	See C&NW list #1061, 160	
62	D-1a	4-6-0	Schen	1885	See C&NW list #1062, 593	

### MILWAUKEE, LAKE SHORE & WESTERN LOCOMOTIVES

No.	Orig.	Type	Builder and date built	Const. No.	
	Class		Prob. Bald		
1		—	Prob. Bald	1871	See C&NW list #901
2	A	4-4-0	Bald	1871	See C&NW list #902
3	A	4-4-0	Bald	1871	See C &NW list #903, 912
3	—	4-4-0	Rd Is	1884 1483	Changed to MLS&W 50 upon delivery 1884
4	B	4-4-0	D. & C.	1874	See C&NW list #904
5	B	4-4-0	D. & C.	1874	See C&NW list #905
6	B	4-4-0	D. & C.	1874	See C&NW list #906
7	B	4-4-0	D. & C.	1874	See C&NW list #907
8	B	4-4-0	D. & C.	1874	See C&NW list #908
9	D	4-4-0	Rd Is	1877	See C&NW list #909
10	C	0-4-0	Rd Is	1877	See C&NW list #910
11	E-5	4-4-0	Rd Is	1877	See C&NW list #911
12	G	4-4-0	Rd Is	1877	See C&NW list #912
13	E-I	4-4-0	Rd Is	1879	See C&NW list #913
14	E-I	4-4-0	Rd Is	1879	See C&NW list #914
15	E-I	4-4-0	Rd Is	1879	See C&NW list #915
16	E-2	4-4-0	Rd Is	1879 806	See C&NW list #916
17	E-2	4-4-0	Rd Is	1880 817	See C&NW list #917

5-93	18	E-2	4-4-0	Rd	Is	1880	818	See C&NW list #918
-95	19	C	0-4-0	Rd	Is	1880	836	See C&NW list #919
	20	I-1	2-6-0	Rd	Is	1890	2512	See C&NW list #920
	21	F	4-4-0	Port		1880	359	See C&NW list #921
	22	F	4-4-0	Port		1880	361	See C&NW list #922
	23	E-3	4-4-0	Rd	Is	1880	907	See C&NW list #923
	24	E-3	4-4-0	Rd	Is	1880	908	See C&NW list #924
	25	E-3	4-4-0	Rd	Is	1880	868	See C&NW list #925
	26	E-3	4-4-0	Rd	Is	1880	869	See C&NW list #926
	27	E-3	4-4-0	Rd	Is	1880	906	See C&NW list #927
	28	J	4-4-0	Brooks		1880		See C&NW list #928
	29	—	4-4-0	—	—			Sold to Oshkosh Lumber Co. 10-93
	30	I-1	2-6-0	Rd	Is	1890	2513	See C&NW list #930
	31	I-1	2-6-0	Rd	Is	1890	2514	See C&NW list #931
	32	I-1	2-6-0	Rd	Is	1890	2515	See C&NW list #932
-91	33	E-4	4-4-0	MLS&W		1885		See C&NW list #933
-88	34	E-3	4-4-0	Rd	Is	1881	1093	See C&NW list #934
-90	35	E-3	4-4-0	Rd	Is	1881	1094	See C&NW list #935
-90	36	E-3	4-4-0	Rd	Is	1881	1095	See C&NW list #936
-91	37	E-3	4-4-0	Rd	Is	1881	1096	See C&NW list #937
	38	E-3	4-4-0	Rd	Is	1881	1097	See C&NW list #938
	39	E-3	4-4-0	Rd	Is	1881	1098	See C&NW list #939
	40	K	4-4-0	Rd	Is	1883	1320	See C&NW list #940
	41	K	4-4-0	Rd	Is	1883	1321	See C&NW list #941
	42-45	K-1	4-4-0	Rd	Is	1883	1384-1387	See C&NW list #942-945
	46-49	K-2	4-4-0	Rd	Is	1884	1484-1487	See C&NW list #946-949
	50	K-2	4-4-0	Rd	Is	1884	1483	Orig. MLS&W 3, changed to 50 upon delivery; see C&NW list #950
	51	I-1	2-6-0	Rd	Is	1890	2516	See C&NW list #951
	52	L	4-4-0	Bald		1884		See C&NW list #952
	53-55	M	0-4-0	Bald		1885	7636-7638	See C&NW list #953-955
	56-60	N	4-4-0	Bald		1885	7621-7625	See C&NW list #956-960
	61-67	K-3	4-4-0	Rd	Is	1886	1654-1660	See C&NW list #961-967
	68-70	O	0-4-0	Rd	Is	1886	1661-1663	See C&NW list #968-970
	71	N-1	4-4-0	Bald		1886	8013	See C&NW list #971
	72	N-1	4-4-0	Bald		1886	8014	See C&NW list #972
	73	N-1	4-4-0	Bald		1886	8019	See C&NW list #973
	74-80	K-3	4-4-0	Rd	Is	1887	1742-1748	See C&NW list #974-980
	81-88	K-3	4-4-0	Rd	Is	1887	1767-1774	See C&NW list #981-988
	89	K-3	4-4-0	Rd	Is	1887	1776	See C&NW list #989
	90	K-3	4-4-0	Rd	Is	1887	1775	See C&NW list #990
	91	K-4	4-4-0	Rd	Is	1887	1816	See C&NW list #991
	92	I-4	2-6-0	Rd	Is	1887	1871	See C&NW list #992
	93	I-4	2-6-0	Rd	Is	1887	1872	Orig. class I. See C&NW list #993
	94	K-5	4-4-0	Rd	Is	1887	1874	See C&NW list #994
	95	K-5	4-4-0	Rd	Is	1887	1875	See C&NW list #995
	96	I-4	2-6-0	Rd	Is	1887	1873	Orig. class I. See C&NW list #996
97-101		K-3	4-4-0	Rd	Is	1888	1939-1943	See C&NW list #997-1001
102-106		I-1	2-6-0	Rd	Is	1890	2310-2314	See C&NW list #1002-1006
107		P	0-6-0	Rd	Is	1890	2336	See C&NW list #1007
108		P	0-6-0	Rd	Is	1890	2335	See C&NW list #1008
109-111		P	0-6-0	Rd	Is	1891	2581-2583	See C&NW list #1009-1011
112		I-2	2-6-0	Rd	Is	1891	2561	See C&NW list #1012
113		I-2	2-6-0	Rd	Is	1891	2562	See C&NW list #929

### SIOUX CITY & PACIFIC LOCOMOTIVES

1	Probably 4-4-0, Manchester #82 built 1866, "Blair" or "John I. Blair"	Prob. Sc. prior 1895
1	F-3, 4-4-0, Schen 1888. For additional data see C&NW list #685 and #887.	
2	Unknown	Prob. Sc. prior 1882
2	B, 4-4-0, Manchester 1882	Prob. Sc. prior 1901
3	A, 4-4-0, Manchester #91 built 1867, "W. N. Walker" or "W. W. Walker"	Sc. 9- -01
4	Probably 4-4-0, Manchester #107 built 1868 "Governor Douglas"	Prob. Sc. prior 1899
4	C, 4-6-0, Schen. 1899. Changed to C&NW 1063, class S-8, 9-30-01	Sc. 12-31-26
5	Probably 4-4-0, Manchester #106, built 1868 "Oakes Ames"	Prob. Sc. prior 1899
5	D, 4-4-0, Schen. 1899. Changed to C&NW 1064, class C-1, 10-1-01	Sc. 2- 4-26
6	Probably 4-4-0, Manchester #103, built 1868 "L. Barrett"	Prob. Sc. prior 1899
6	D, 4-4-0, Schen. 1899. Changed to C&NW 1065, class C-1, 9-01	Sc. 10-21-26
7	A-1, 4-4-0, Rogers 1869 "Fremont"	Sc. 9- -01
8	A-1, 4-4-0, Rogers 1869 "Sioux City"	Sc. 9- -01
9	B, 4-4-0, Manchester 1873	Sc. 9- -01
10	B-1, 4-4-0, Danforth & Cooke, 1869	Sc. 9- -01
11	Unknown	Sold 10-16-01
12	F-3, 4-4-0, Schen 1888. For additional data see C&NW list #689 and #888	
13	B, 4-4-0, Manchester 1873	Sc. 9- -01

*Note:*—Sioux City & Pacific locomotives were carried on Fremont, Elkhorn & Missouri Valley lists as F. E. & M. V. locomotives #1 to #13 inclusive until 1901 when they were either scrapped or were taken into Chicago & North Western classification.

### FREMONT, ELKHORN & MISSOURI VALLEY LOCOMOTIVES

For locomotives #1 to #13 inclusive prior to 1902, see Sioux City & Pacific locomotive list.

1- 6 Q	4-6-0 Schen	1898	For additional data see C&NW list #612, 594, 609, 614, 611, 613 and 1176 to 1190 incl.
7	F-2 4-6-0 Schen	1892	Orig. FE&MV 211, changed to 7, 1902, changed to C&NW 1228 class E-8, 6-03
14- 17	E-3 4-4-0 Manch	1880	See C&NW list #1219-1222
18- 19	B 4-4-0 Manch	1881	See C&NW list #1303-1304
20	B-1 4-4-0 Manch	1881	Prob. Sc. prior 1901
21	Unknown		
22	B-1 4-4-0 Manch	1881	Changed to O-22 ab. 1901 Prob. Sc. ab. 1903
23	B 4-4-0 Manch	1882	Changed to O-23 ab. 1901 Prob. Sc. ab. 1903
24- 28	B-1 4-4-0 Manch	1882	27 changed to O-27 ab. 1901 and sold 9-21-03, balance probably scrapped 1901
20- 28 Q	4-6-0 Schen	1898	See C&NW list #160, 138, 616, 617, 595, 113, 596, 615, 610, 1180-1188 inclusive
29- 31	E-2 4-4-0 Manch	1883	See C&NW list #1229-1231
32- 46	E 4-4-0 Baldwin	1885	See C&NW list #1232-1246
47- 66	E-1 4-4-0 Schen	1886	See C&NW list #1247-1266
67- 87	E-1 4-4-0 Schen	1887	See C&NW list #1267-1287
88- 90 F	4-6-0 Schen	1887	Changed to FE&MV 200-202 incl. 8-90. See also C&NW list #1218, 1201, 1202
88- 92	E-4 4-4-0 Schen	1883	See C&NW list #530, 547, 523, 524, 528, 1288-1292 incl.
93- 95	F-4 4-4-0 Schen	1886	See C&NW list #55, 155, 629, 1293-1295 incl.
96	F-4 4-4-0 Schen	1887	See C&NW list #683, 1296
97	F-4 4-4-0 Schen	1886	See C&NW list #628, 24, 1297
200-202 F	4-6-0 Schen	1887	Orig. FE&MV 88-90 incl. Changed to 200-202, 8-90. See also C&NW list #1218, 1201, 1202
203-207	F-1 4-6-0 Schen	1891	See C&NW list #1223-1227 incl.
208-209 G	4-8-0 NG Schen	1891	See C&NW list #64, 410, 1298, 1299
210	G 4-8-0 NG Schen	1892	See C&NW list #468, 1300
211	F-2 4-6-0 Schen	1892	Chgd. to FE&MV 7, 1902. Chgd. to C&NW 1228, 6-03
212	F-5 4-6-0 Schen	1885	Changed to FE&MV 227, 10-19-02. For additional data see C&NW list #592, 1217 and W&StP list #61
211-212 G	4-8-0 NG Schen	1902	See C&NW list #477, 933, 1301, 1302
213-227 F-5	4-6-0 Schen	1885	See C&NW list #585, 587, 594-596, 609-617, 1203-1217 and W&StP list #54, 56

95

01  
al-  
ere

14.  
to

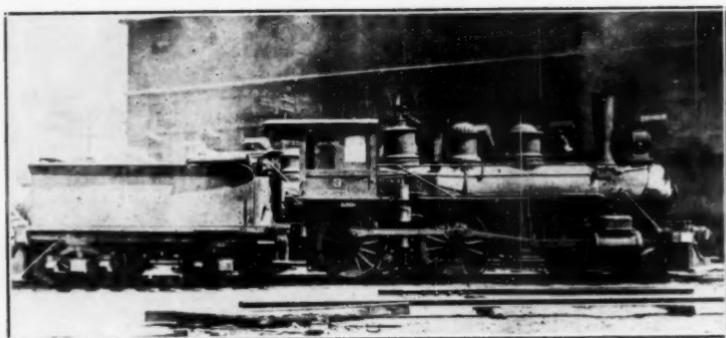
901  
903  
903  
nce  
15.

11

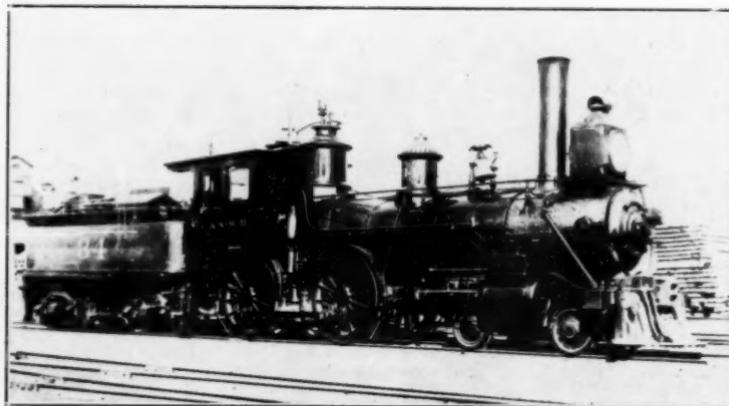
-90.

4-03

217



Mattoon Ry. #3, ex. C. & N. W. #264, class D-5, Baldwin.



C. & N. W. #34, class U-1 as rebuilt in 1880.

### **PIERRE, RAPID CITY & NORTH WESTERN LOCOMOTIVES**

I to 10 incl. Q 4-6-0 Rogers 1906. See C&NW list #1323-1332, 497-506.

### **WYOMING & NORTH WESTERN LOCOMOTIVES**

I to 10 incl. Q 4-6-0 Rogers 1906. See C&NW list #556-565.

### **PIERRE & FT. PIERRE BRIDGE RY. CO.**

Three locomotives that became P&FtPBCo. #1.

From 10-3-07 to 3-1-12:—

C&NW #362 class B-1, built by C&NW 1880, 4-4-0  
Sold to P&FtPBCo. 10-3-07  
Returned to C&NW and scrapped 3-1-12

From 3-1-12 to 8-1912:—

C&NW #498 class A-2, built by C&NW 1883, 4-4-0  
Sold to P&FtPBCo. 3-1-12  
Returned to C&NW and changed to #1259, 8-12  
Scrapped 4-24-13

From 8-1912 to 8-23-20:—

C&NW #1259 class E-10, built by Schen. 1886, const. #2105, 4-4-0  
Original loco. FE&MV 59, class E-1  
Changed to C&NW 1259, 5-03  
Sold to P&FtPBCo. 8-1912  
Returned to C&NW and changed to #1259, 8-23-20  
Scrapped 11-28-24

## PRINCIPAL MECHANICAL DATA OF LOCOMOTIVES

Dates given are approximate to indicate period only. Diameter of drivers are outside dimensions—many records show inside diameter only and to these 7 inches has been added. Total weight is in working order. All data given is earliest available and in most cases is the original as built. Boiler diameter is at front.

Class	Type	Builder	Dia. Cylrs. Drvrs.	Boiler Dia. Press.	Fire Box	Engine Wheel Base	Total Wt.	Tractive Power
A	4-4-0	Schen	1895 17x24	75" 69	62 " 190#	x40 23'-1 1/4"	126,900# 84,800	22,000# 14,000
A-1	4-4-0	C&NW	1881	17x24	50	140	66	15,400
A-2	4-4-0	C&NW	1883	17x24	50	140	66	84,400
A-3	4-4-0	Schen & C&NW	1885	17x24	63	140	72	83,150
A-4	4-4-0	C&NW	1884	18x24	69	52	150	15,400
A-5	4-4-0	Reb. C&NW	1898	17x24	69	56	180	16,900
B	4-4-0	Schen	1890	19 1/2x26	75	64	190	108,180
B-1	4-4-0	C&NW	1878	17x24	63	48 3/4	108	18,000
B-2	4-4-0	C&NW	1875	17x24	69	48 3/4	140	25,000
B-3	4-4-0	Reb. C&NW	1891	17x24	69	50	140	15,400
C-1	4-4-0	Locomotives #258 and 259, also this class	1898	17x24	63	56	180	14,000
C-2	4-4-0	Reb. C & NW	1899	19x26	80	62	190	14,000
C-3	4-4-0	Schen	1877	17x22	63	46	108	22,200
C-4	4-4-0	C&NW	1899	18x24	69	56	185	135,800
C-5	4-4-0	Schen	1885	18x22	63	52	150	24-
C-6	4-4-0	Schen	1885	18x24	63	52	150	8
C-7	4-4-0	Schen	1887	18x22	63	52	150	135,800
C-8	4-4-0	Schen	1888	18x24	63	54	150	21-
C-9	4-4-0	Reb. C&NW	1916-23	18x24	63	54	150	135,800
C-10	4-4-0	Schen	1893	18x24	69	55	180	21-
C-11	4-4-0	Reb. C&NW	1890-93	16x24	69	58	180	135,800
C-12	4-4-2	Schen	1900-8	20x26	81	68 1/2	200	102,65 1/4
D	4-4-2	Weight with Stephenson gear 158,000; Walschaert gear 180,000; Young gear 183,000.	Young's valve and gear applied, later changed back to Stephenson valves.	125	127	158 and 394	Engines 1015-1024 incl. built with 80" drivers, later changed to 81".	Engines 1015-1024 incl. built with 80" drivers, later changed to 81".
D-1	4-4-0	Reb. C&NW	1887	18x22	48	140	58	210# 1936.
D-1a	4-6-0	Schen	1885	18x24	59	52	150	23'-2 1/2"
D-1b	4-6-0	Schen	1885	18x24	59	52	150	86,100
D-2	2-6-0	Bald	1873	17x24	59	50	140	89,000
D-2a	2-6-0	Brooks	1883	18x24	59	52	150	100,000
D-3	4-4-0	Bald	1881	17x24	63	48	135	19,700
D-4	4-4-0	Bald	1872	17x24	63	48	130	78,200
D-5	4-4-0	Bald	1867	13x24	58	49	65	16,400
D-6	4-4-0	Bald	1870	15x24	63	48	54	86,000
								19,700
								14,800
								12,100
								68,000

D-0	440 Bald	1870	15x24	63	48	24	x34½	20-10¾"	6/900
						54	x34½	20-11"	68,000

Class	Type	Builder	Cylndrs.	Dia. Drvrs.	Dia. Press.	Boiler Box	Fire Box	Engine Wheel Base	Total Wt. Engine	Tractive Power
D-7	0-4-0 Bald	1881	16x22	53	46	135	54	x34½	7- 6 "	61,250
D-8	0-4-0 Bald	1866	14x22	48	38	42	x35	7-	"	50,300
D-9	0-4-0 Bald	1872	15x22	48	41	49½	x32½	9- 9 "	"	60,000
D-10	4-4-0 (3" gauge) Bald	1879	11x26	43	37½	130	49	x21	17- 9 "	34,000
D-11	2-6-0 (3" gauge) Bald	1879	10x16	39	34	130	40½	x23	14- 0 "	30,000
D-11	2-6-0 (3" gauge) Schen	1912	11x18	43	40½	150	54	x24	16- 0 "	52,500
D-11	D-11 built by Cooke 1916 similar except cylinders 12x18.									6,460
D-12	4-6-0 Bald	1888	19x24	59	56	190	72	x34	23- 8½"	103,700
D-12a	4-6-0 Reb. C&NW	1897	19x24	59	56	175	x32	23-10 "	118,000	22,000
D-13	4-6-0 Bald	1892	14&24x24	69	60	180	108	x41	23- 9½"	132,750
D-14	Engine #820 only.	Originally Vuacain compound, changed to simple 19x24, 12-3-01.								22,600
E	4-6-2 Bald	1892	12&20x24	69	56	180	96	x41	21- 9 "	106,600
E	4-6-2 Engine #821 only.	Originally Vuacain compound, changed to simple 18x24, 9-7-99.								20,200
E-1	#1500-1539 Schen	1909-10	23x28	75	70½	190	108	x70½	34- 7 "	245,000
E-1	#1540-1544 Schen	1910	25x28	75	70½	190	108	x70½	34- 7 "	250,500
E-1	#1545-1579 Schen	1911-12	25x28	75	70½	170	108	x70½	34- 7 "	37,800
E-1	#1580-1609 Schen	1913-15	23x28	75	70½	170	108	x70½	34- 7 "	33,700
E-1	#1610-1627 Schen	1916-17	25x28	75	70½	170	108	x70½	34- 7 "	251,500
E-1	#628-1647 Schen	1921	25x28	75	70½	185	108	x70½	34- 8 "	261,000
E-1	#1648-1667 Dunkirk	1922-23	23x28	75	70½	185	108	x70½	34- 8 "	263,500
E-1	#1500-1539 boiler pressure chgd. to 200#, t. p. 33600#.	#1540-1627 boiler pressure chgd. to 185#, t. p. 36700#.								33,700
E-1	#1500-1609 wheel base chgd. to 34-8".									36,700
E-1	Valve gear :- 1500-1579, Waisschaert; 1580-1627, Baker; 1628-1667, Young.									36,700
E-1	#1648-1667, boiler pressure changed to 200#, 1935 and 1936.									36,700
E-1	4-4-0 Grant	1882	17x24	63	48	135	62	x33½	21- 8½"	70,000
E-1	4-6-2 Schen	1910-16	22x26	69	64	180	102	x65½	32- 7 "	13,100
E-1	#2201-2220 Baker valve gear, wt. 229,000#.	#2221-2226 Baker valve gear, wt. 233,000#.	All others Wals-							27,900
E-2	4-4-0 Schen	1873	16x24	63	48	202,000#.	Boiler pressure on all changed to 180#, tractive power 69,850			
E-2	4-6-2 Schen	1923	26x28	75	76½	210	116	x78½	21- 8½"	45,000
E-2a	Rebuilt class E-2.	Principal changes: drivers increased to 79" dia., boiler pressure changed to 225#.	Con-							292,000
E-2b	Rebuilt class E-2.	Principal changes: drivers increased to 79" dia., boiler pressure changed to 225#.	Con-							290,000
E-3	4-4-0 Grant	1873	16x24	63	46	60	x35			69,000
E-3	4-4-0 Manch	1880	17x24	59	49	66	x35	22- 6½"		76,400
E-4	4-4-0 Rebuilt E-1	1863	16x24	63	48	135	62	x33½	21- 8½"	15,300
E-4	4-4-0 Manch	1883	17x24	63	50	135	66	x35	22- 6 "	70,000
E-4	4-6-4 Schen	1938	25x29	84	88½	300	157	x83½	42- 4 "	13,100
E-4										77,900
E-4										412,000
E-4										55,000

Class	Type	Builder	Dia. Cyldrs.	Dia. Drvrs.	Boiler Press.	Fire Box	Engine Wheel Base	Total Wt. Engine	Tractive Power	
E-5	4-4-0	Rebuilt E-1 & O-4	16x24	63	.48	130	62 x35 $\frac{1}{4}$	21 $\frac{1}{2}$ - 8 "	70,000 12,600	
E-6 (FEMV E)	4-4-0	Bald	18x5	63	.52	140	72 x35 $\frac{1}{4}$	23 $\frac{1}{2}$ - 8 "	87,000 15,400	
E-7 (FEMV F-1)	4-6-0	Schen	18x9	63	.54	165	72 x33 $\frac{1}{4}$	24 $\frac{1}{2}$ - 0 "	105,900 20,400	
E-8 (FEMV F-2)	4-6-0	Schen	18x9	63	.54	180	77 $\frac{1}{2}$ x33 $\frac{1}{4}$	24 $\frac{1}{2}$ - 0 "	108,000 22,200	
E-9 (FEMV B)	4-4-0	Manch	18x1	63	.47	60	x35	22 $\frac{1}{2}$ - 7 "	73,450	
E-10 (FEMV E-1)	4-4-0	Schen	18x6	59	.52	145	72 x35	23 $\frac{1}{2}$ - 8 "	89,700 17,000	
F-1	4-4-0	Taunton	18x1	63	.51	140	73 x35	22 $\frac{1}{2}$ - 5 $\frac{1}{2}$ "	80,500 15,400	
F-2	4-4-0	Taunton	18x9	63	.44	140	.56	22 $\frac{1}{2}$ - 0 "	64,400 13,500	
F-3	4-4-0	Rebuilt F-1 ( $\frac{3}{4}$ gauge)	15x24	63	.50	140	.35	22 $\frac{1}{2}$ - 0 "	66,000 19,400	
G (FEMV G)	4-8-0	Schen	18x9	60x20	.52	160	.84	24 $\frac{1}{4}$ x4 $\frac{1}{4}$	18 $\frac{1}{2}$ - 0 "	
G-1	4-4-0	Rd ls	18x2	60x24	.63	65	x34 $\frac{1}{2}$	60,000	60,000	
G-2	4-4-0	Rd ls	18x3	63	.48	130	60 x35 $\frac{1}{4}$	21 $\frac{1}{2}$ - 2 "	71,400 12,100	
G-3	0-4-0	Rd ls	18x7	63	.40	42	x35 $\frac{1}{4}$	7 $\frac{1}{2}$ - 0 "	49,000 65,200	
H	4-8-4	Bald	1929	27x32	.76	250	150 x96	48 $\frac{1}{2}$ - 7 "	498,000 498,000	
									Engines 3001-3005 Baker valve gear.	
									Designs for 27# boiler pressure.	
									Engines 3001-3005 Baker valve gear.	
H-1	4-4-0	C&NW	18x74-84	10x24	.69	48 $\frac{3}{4}$	135	60 x35	21 $\frac{1}{2}$ - 9 $\frac{1}{2}$ "	
H-2	4-4-0	C&NW	18x74-80	10x24	.69	.49	54	x35 $\frac{1}{4}$	21 $\frac{1}{2}$ - 0 $\frac{1}{2}$ "	
H-3	4-4-0	C&NW	18x78-80	10x22	.69	.46	130	60 x35	21 $\frac{1}{2}$ - 9 $\frac{1}{2}$ "	
H-4	4-4-0	Rebuilt H-1	18x24	69	.46	130	60 x35	22 $\frac{1}{2}$ - 11 $\frac{1}{2}$ "	73,500 10,500	
I-2 (MLSW I-1)	2-6-0	Rd ls	18x0	16x24	.69	.40	66	x35	79,150 12,400	
I-2 (MLSW I-2)	2-6-0	Rd ls	18x1	18x24	.59	.54	165	78 x35	103,500 21,800	
I-4 (MLSW I-4)	2-6-0	Rd ls	18x7	18x24	.59	.54	165	78 x35	22 $\frac{1}{2}$ - 9 "	
J-2	2-8-2	Schen., Richmond and Dunkirk 1913-1923	27x32	61	81 $\frac{1}{2}$	185	116 x78	36 $\frac{1}{2}$ - 5 "	60,100	
J-3	4-4-0	Brooks	18x80	14x24	.60	45	120 40 $\frac{1}{2}$ x35	19 $\frac{1}{2}$ - 5 $\frac{1}{2}$ "	56,000	
J-4 (MLSW J)	4-4-0	Rd ls	18x79	16x24	.63	46 $\frac{1}{2}$	135	60 $\frac{1}{4}$ x35 $\frac{1}{4}$	21 $\frac{1}{2}$ - 4 "	
J-1 (MLSW E-1)	4-4-0	C&NW	18x67	16x24	.69	.47	60	x35	22 $\frac{1}{2}$ - 6 "	68,000 74,000
J-2 (MLSW E-2)	4-4-0	Rd ls	18x79	16x24	.63	46 $\frac{1}{2}$	135	60 $\frac{1}{4}$ x35 $\frac{1}{4}$	21 $\frac{1}{2}$ - 4 "	68,000 68,000
J-3 (MLSW E-3)	4-4-0	Rd ls	18x80	16x24	.63	46 $\frac{1}{2}$	135	60 $\frac{1}{4}$ x41 $\frac{1}{4}$	21 $\frac{1}{2}$ - 4 "	68,000 13,100
J-4 (MLSW E-4)	4-4-0	C&NW	18x63	15x24	.70	.47	58	x36	20 $\frac{1}{2}$ - 10 "	65,750
J-4 (MLSW E-4)	4-4-0	MLSW	18x85	16x24	.63	48 $\frac{1}{4}$	135	60 $\frac{1}{4}$ x35 $\frac{1}{4}$	20 $\frac{1}{2}$ - 8 "	58,000
J-4 (MLSW E-4)	2-8-4	Dunkirk	1927	28x30	.63	.88	240	150 x96 $\frac{1}{4}$	21 $\frac{1}{2}$ - 4 "	68,000
									Engines 2701-2710 equipped with Walschaert valve gear.	
									Engines 2701-2710 equipped with Walschaert valve gear.	

Class	Type	Builder	Dia.	Boiler Drvrs.	Fire Box	Engine Wheel Base	Total Wt. Engine	Tractive Power
K	0-6-0 Rd ls	1902	17x24	51	54	160	84½ x34½	21,800
K-1	0-6-0 C&NW & Schen	1880	16x22	53	43½	135	50½ x35	21,800
K-2	0-6-0 C&NW	1883	16x24	59	48	135	53½ x35½	13,900
K-3	0-6-0 Schen	1886	17x24	51	50	140	84½ x34½	19,000
K-4	0-6-0 Schen	1891	17x24	51	52	150	96 x34	20,200
K-5	0-6-0 Schen	1893	18x24	51	56	150	96 x34	22,700
L	4-6-2 Schen	1908	18x26	63	60	160	102¾ x65½	23,900
Designed to burn lignite. #968 changed to coal burner 4-6-2. Boiler pressure changed to 170# April 1921.								
all locomotives.								
L-1, L-2	4-4-0 C&NW	1876	15x24	64	44½	53½ x35½	21½ - 5¾"	67,000
M	4-4-0 C&NW	1875	15x24	63	44½	54½ x35½	21½ - 5¾"	69,700
M-1	0-6-0 Schen	1896	18x24	51	60	170	96 x32½	106,800
M-1	0-6-0 C&NW	1873	14x22	52	39½	48½ x31½	11½ - 0 "	26,000
Those built by Rhode Island 1905, 1906, slide valve, Stephenson gear, (#162, 408 rebuilt with piston valves); fire box 82x40½"; weight 26,600#. Schen. 1907-09 piston valve, Stephenson gear. Schen. 1910, 1912 piston valve. Baker valve gear, super-heater.								
0-6-0	Built by Schen. 1916. Brooks 1917. Dunkirk 1922-23.	51	67½	180	.72	x65½	11½ - 6 "	184,000
M-2	0-4-0 C&NW	1870	14x22	47	41	42½ x34	7½ - 1 "	50,000
M-2	0-6-0 Pat. & Schen	1919	21x28	51	66	180	72 x66½	163,500
M-3	0-8-0 Richmond	1927	15x28	51	80	185	102½ x66½	231,000
M-4	0-4-0 Bald	1885	15x24	52	48½	140	64 x34	58,000
M-4	0-4-0 Hink	1864	15x24	58	55	130	55 x35½	14,300
N-1	0-4-0 Rebuilt O-4	1866	15x24	69	48	130	62 x35½	57,000
N-2	0-4-0 Hink	1886	16x24	58	55	130	71 x35½	70,000
N-3	0 (MLSW O)	1869	15x24	52	48	145	50 x35½	70,000
O-1	0-4-0 Mck&A	1867	15x24	63	49	55	70- 0 "	64,000
O-2, O-5	0-4-0 Mck&A	1867	14x22	48	41	42	x36	70,100
O-3	0-4-0 Mck&A	1867	15x24	58	43	53	x37½	43,800
O-4	0-4-0 Mck&A	1867	15x24	69	48	56	20- 6 "	66,200
O-6	0-4-0 C&NW	1885	15x24	64	48	60	x35	71,000
P (MLSW P)	0-6-0 Rd 1s	1890	17x24	52	52	145	66 x34½	64,000
P-1	4-4-0 C&NW	1872	15x22	69	44	53	x35	19,300
P-2	4-4-0 C&NW	1873	15x22	63	50	140	66 x35	69,600
P-3	4-4-0 Rebuilt	1871-3	15x22	69	47	52	x36	11,000
P-4	4-4-0 C&NW	1872	15x22	63	41	53	x35	57,000
Q	4-6-0	Built by Schen. 1898; Rd. Is. 1903; Rogers 1906. Same class on F&M.V. W&NW, PRC&NW.	18x26	63	58	190	91½ x40½	25,400

Class	Type	Builder	1861	Cyldrs.	Dia. Drvrs.	Boiler Dia.	Fire Box	Engine Wheel Base	Total Wt. Engine	Tractive Power
Q-1	4-4-0	Rogers	1862	65	52	36	52	58,250	12,700	
Q-2	4-4-0	Rogers	1864	5x22	63	49	36	52,000	12,700	
Q-3	4-4-0	Rebuilt	Q-1	1864	6x24	63	46	130	68,600	26,700
R-1	4-6-0	Schen & Bald	1867-90	1862	64 1/4	190	60	35 1/2%	153,000	34,000
	4-6-0	Schen & Bald	1867-90	1864	2x26	63	64 1/4	40 1/4%	153,000	34,000
S-1	4-6-0	Schen	1868	1862	59	56	160	78 1/2% 34 1/4%	114,600	23,400
	4-6-0	Schen	1869-91	1864	59	58	170	55 1/2% x41	120,400	24,900
S-2	4-6-0	Schen	1870	1864	63	56	170	50% x41	129,600	
	4-6-0	Schen	1871	1864	63	58	175	90 1/2% 40 1/2%	116,000	20,900
S-3	4-6-0	Schen	1872	1864	63	58	175	95 1/2% x41	125,900	20,500
	4-6-0	Schen	1873	1864	63	58	175	95 1/2% x41	125,900	20,500
S-4	4-6-0	Schen	1874	1864	63	58	175	95 1/2% x41	125,900	20,500
	4-6-0	Schen	1875	1864	63	58	175	95 1/2% x41	125,900	20,500
S-5	4-6-0	Schen	1876	1864	63	58	175	95 1/2% x41	125,900	20,500
	4-6-0	Schen	1877	1864	63	58	175	95 1/2% x41	125,900	20,500
S-6	4-6-0	Schen	1878	1864	63	58	175	95 1/2% x41	125,900	20,500
	4-6-0	Schen	1879	1864	63	58	175	95 1/2% x41	125,900	20,500
S-7	4-6-0	Schen	1880	1864	63	58	175	95 1/2% x41	125,900	20,500
	4-6-0	Schen	1881	1864	63	58	175	95 1/2% x41	125,900	20,500
S-8 (SC&P C)	4-6-0	Schen	1882	1864	63	58	175	95 1/2% x41	125,900	20,500
	4-6-0	Schen	1883	1864	63	58	175	95 1/2% x41	125,900	20,500
T-1	4-4-0	C&NW	1873	1x20	63	37	83	x40 1/2%	129,000	22,000
	4-4-0	C&NW	1884	1x22	63	41	50	x35	116,000	20,800
T-2	4-4-0	C&NW	1884	1x22	63	41	50	x36	60,200	
	4-4-0	J.C.	1864	6x24	63	45	60	x35	63,000	
U-1	4-4-0	C&NW	1864	6x24	63	45	58	x35	52,000	
	4-4-0	C&NW	1872	6x24	63	49	53	x35	78,000	
U-2	4-4-0	Rdls	1885	1x24	63	53	145	71 1/4% 33 3/4%	88,000	13,500
	4-4-0	Rdls	1886	1x24	63	53 1/4	145	71 1/4% 33 3/4%	82,000	13,500
U-3	4-4-0	Bald	1867	1x22	51	40	52	x35	51,700	
	4-4-0	D. & C.	1867	1x22	51	40	52	x35	51,700	
V-1 (CL&D)	4-4-0	Cooke	1882	1x24	63	48	135	60	71,200	13,100
	4-4-0	Cooke	1883	1x24	59	50	140	69	82,300	16,500
V-2 (CL&D)	4-4-0	C&NW	1865	5x24	58	49	54	x36	57,000	60,000
	4-4-0	Rdls	1885	1x24	63	49	145	70	80,000	14,000
V-3 (MLSW N)	4-4-0	Rdls	1883	1x24	63	49	145	70	82,430	13,500
	4-4-0	Rdls	1884	1x24	63	51	145	72	84,000	13,500
V-4 (MLSW N-1)	4-4-0	Rdls	1886	1x24	63	52	145	72	84,000	13,500
	4-4-0	Rdls	1887	1x24	63	52	145	72	84,000	13,500
W-1 (CL&D)	4-4-0	Rdls	1888	1x24	63	52	145	72	84,000	13,500
	4-4-0	Rdls	1889	1x24	63	52	145	72	84,000	13,500
X-1 (MLSW K-1)	4-4-0	Rdls	1880	1x24	63	52	145	72	84,000	13,500
	4-4-0	Rdls	1881	1x24	63	52	145	72	84,000	13,500
X-2 (MLSW K-2)	4-4-0	Rdls	1882	1x24	63	52	145	72	84,000	13,500
	4-4-0	Rdls	1883	1x24	63	52	145	72	84,000	13,500
X-3 (MLSW K-3)	4-4-0	Rdls	1884	1x24	63	52	145	72	84,000	13,500
	4-4-0	Rdls	1885	1x24	63	52	145	72	84,000	13,500

Class	Type	Builder	Cyl'drs.	Dia. Drvrs.	Boiler	Fine Box	Engine	Total Wt. Engine	Tractive Power
X-4 (MLSW K-4)	4-4-0	Rd Is	1887	17x24	145	72	22 <sup>1</sup> / <sub>2</sub> x36 <sup>1</sup> / <sub>2</sub>	89,000	13,500
X-5 (MLSW K-5)	4-4-0	Rd Is	1887	17x24	52	145	22 <sup>1</sup> / <sub>2</sub> 6 "	89,000	12,400
Y (MLSW L)	4-4-0	Bald	1884	16x24	63	145	22 <sup>1</sup> / <sub>2</sub> x36 <sup>1</sup> / <sub>2</sub>	89,000	13,100
Z (MLSW N)	4-4-0	changed to class V, see class V above	1886	17x24	48	135	64 <sup>1</sup> / <sub>2</sub> x44 <sup>1</sup> / <sub>2</sub>	94 <sup>1</sup> / <sub>2</sub> "	66,000
Z-1 (MLSW N-1)	4-4-0	Bald	1909-13	25x32	63	145	71 <sup>1</sup> / <sub>2</sub> x33 <sup>1</sup> / <sub>2</sub>	82,000	15,900
Z	2-8-0	Schen & Bald			81 <sup>1</sup> / <sub>2</sub>	170	108 x0 <sup>1</sup> / <sub>2</sub>	235,000 to 243,500	47,500

